UNIVERSITY
OF FLORIDA
LIBRARIES

Digitized by the Internet Archive
in 2010 with funding from
University of Florida, George A. Smathers Libraries

http://www.archive.org/details/panamacanalreaug1970pana

THE PANAMA CANAL
REVIEW
AUGUST 1970

W. P. Leber
Governor-President
R. S. Hartline
Lieutenant Governor
Frank A. Baldwin
Panama Canal Information Officer

PANAMA CANAL
REVIEW
Official Panama Canal Publication

Morgan E. Goodwin, Press Officer
Publications Editors
Louis R. Granger, Tomás A. Cupas
Writers
Eunice Richard, Fannie P. Hernández,
José T. Tuñón, Willie K. Friar, and Luis C. Nali

Review articles may be reprinted without further clearance. Credit to the Review will be appreciated.
Subscriptions: $1 a year, airmail $2 a year; back copies (regular mail), 25 cents each. Published quarterly.
Make postal money orders payable to the Panama Canal Company, Box M, Balboa Heights, C.Z.
Editorial Offices are located in the Administration Building, Balboa Heights, C.Z. Printed at the Printing Plant, La Boca, C.Z.

Contents

Maurice Thatcher 3
The only surviving member of the Isthmian Canal Commission turns 100 amid his memorabilia.

Madden Forest Preserve 6
The jungle forest is an attraction to tourists and scientists alike.

Morgan's Garden 10
A plant lover's delight, the sprawling garden is open to everybody.

Tocumen International Airport 12
Many changes are planned for Panama's busy airport.

Shipping Notes 15

Panama Canal Medals 18
Four medals tell the story of the Panama Canal.

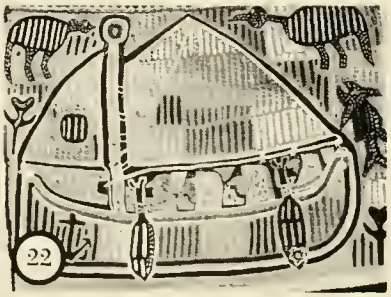
Fastlich Teenage League 20
The founder of the baseball league wanted to help youngsters.

Molas 22
These colorful cloth panels made by Cuna Indian women have become objets d'art.

Anniversaries 26

Culinary Capers 28
Cooking the ancient Chinese way with wok and cleaver.

Chinese Pavilion 31
Panama's first classic-style pavilion overlooks the city.



Our Cover

OUTLINED AGAINST a vivid tropical sunset, the graceful Thatcher Ferry Bridge majestically spans the Panama Canal at the Pacific entrance to the 56-year-old waterway.

Although the bridge is much photographed, few photographers will see this scene in their cameras. It is actually a composite of three exposures taken over a period of approximately 1 hour by Melvin D. Kennedy, Jr. of the Panama Canal Graphic Branch, Administrative Services Division.

He used a Mamiya camera with a 100 mm lens and 120 Ektachrome film. Kennedy first photographed the sunset. The second exposure, taken after dark, was for the lights on the bridge and the north-bound ship which appears as yellow and orange streaks on the back of the magazine. The exposure lasted nearly a minute. He achieved a "star" effect of the lights by holding a window screen in front of the lens during the exposure. The third shot of about 30 seconds was to get the south-bound vessel moving under the bridge.

Named after Maurice H. Thatcher, the last surviving member of the Isthmian Canal Commission, who is 100 years old this August 15, the bridge rises 384 feet above the Canal and clears the water by 201 feet at mean high tide. The bridge is 5,425 feet in length and the total cost of construction was $20 million.

Before its construction, traffic crossed the Canal either at the swinging bridge at Miraflores Locks or by the Thatcher Ferry, which operated across the Canal at La Boca.

MAURICE H. THATCHER

A Man Of Many Parts Turns 100

Sitting at his desk in his Washington apartment, Thatcher talks about his past.

HE recalls that when he first arrived in the Canal Zone as the youngest member of the Isthmian Canal Commission, he felt that he was part and parcel of the greatest enterprise of all ages. Since then he has been honored by three Latin American nations.

MAURICE H. THATCHER, only surviving member of the Isthmian Canal Commission, a former U.S. Representative from Kentucky, and a prolific poet, celebrates his 100th birthday August 15—the same date as the 56th anniversary of the opening of the Panama Canal which he helped build.

A slender man with bushy white eyebrows, Thatcher may be getting along in years and may not move about as quickly as he once did, but his mind is as sharp as that of a man half his age. Although he has given up his law business in Washington, D.C., he continues to write poetry and is making a collection of his memoirs.

He is a widower and lives alone in a four-room apartment on busy 16th Street in Northwest Washington. A maid fixes breakfast and cleans the apartment, but Thatcher makes his own dinner.

Last September he suffered a bad fall which he says "weakened me considerably—but not my mind." He sustained a cut on the back of his head but was able to call a taxi to take him to a doctor.

In an interview in Washington in July, Thatcher said his health was still good, and he rises about 7:30 a.m. and sometimes works on his memoirs until midnight. This is a continuing project, and once he gets his papers and memorabilia organized, the collection will be placed on display at the Scottish Rite Temple just across the street from where he lives. He has an editorial assistant who helps him index the papers, photographs, and clippings. Already 80 scrapbooks have been sent to the temple.

Walking Sticks

Among other things he has an impressive collection of walking sticks and 14 pens which were given to him by U.S. Presidents from Coolidge to Johnson after having been used to sign bills which Thatcher sponsored or had some part in promoting.

He has no special plans to celebrate his 100th birthday although the people in the office building where he had his law office for a number of years usually have a cake for him. "Ordinarily I don't pay much attention to birthdays," he says.

Last year the Washington Post newspaper printed a 99th birthday story about Thatcher. And President Nixon sent him a personal letter of congratulations. At that time Thatcher told how he got to be 99.

Sound Life

"I don't eat meat. I eat vegetables, eggs, and milk. I don't drink; I don't smoke; and I don't drink tea or coffee. . . . It's not a religious thing," he said. "I just wanted to live what I considered a sound biological life. I noticed that the smokers and chewers and drinkers had a hard time quitting when they wanted to. I just quit early. I'm a good sleeper, always was, and I still get about 8 hours' sleep a night."

A few months ago Thatcher appeared

(Please see p. 4)

"I have always had great faith in the future of the Canal and in the future of aviation"—Thatcher.

(Continued from p. 3)

on the television show "They Said It Couldn't Be Done" when the subject was on the Panama Canal.

He prefers listening to his shortwave radio than watching TV although he has a large color set. "There are too many commercials on TV. I would rather listen to music while I'm working," he says. He likes to try to get Panama on his radio and often has been successful.

Thatcher came to the Canal with his late wife in 1910, a time when the Canal construction was moving along at a quick pace. There were 4 more years of work ahead, but most of the major construction problems had been solved.

Appointed By Taft

The question of organizing the Canal Zone Government was being discussed in 1910 and Thatcher was appointed as a member of the Isthmian Canal Commission (ICC) by President Taft to concentrate on that project.

He was named to head the Department of Civil Administration and because of his duties he was given the unofficial title of Governor of the Canal Zone. His offices were in the present District Court building, then called the Administration Building.

In a book compiled and edited in 1911 by F. E. Jackson entitled "Makers of the Panama Canal," Thatcher was said to be "a man who is splendidly equipped for the exacting position he fills. It is no light task to be Governor of the Canal Zone and to have in hand the civil administration of its widely varied interests. Not only does he have supervision and oversight of the divisions of police and prisons, fire protection, customs and taxes, roads and streets, water supply and plumbing, postal affairs and schools, but he has supervision also over the street, water, and sewer systems of the Panamanian cities of Colon and Panama; and he is the official channel through which must flow all communication with the Republic of Panama for, or on behalf of, the Isthmian Canal Commission or the Canal Zone Government."

Greatest Enterprise

Thatcher, whose memory is prodigious, said that when he arrived in the Canal Zone he felt like many other men working on the Canal in that he was part and parcel of the greatest enterprise of all ages.

"I have always had great faith in the future of the Canal and in the future of aviation," he said. He recalled that back in 1912 there was a man named Fowler who made several unsuccessful attempts to cross the Isthmus by plane.

"I knew that he would try again when the wind died down, so I looked out the window and sure enough, I saw the plane take off toward the Atlantic side." Fifty-eight minutes later Thatcher got a call from the Cristobal police who reported, "Governor, Fowler just landed."

That short flight across the Isthmus got Thatcher thinking about aviation and its possibilities. While in Congress some years later he worked hard convincing businessmen and Government leaders that it was feasible to carry mail by air over long distances.

He recalls that on two occasions he flew over Washington, D.C. with Charles Lindbergh. The flyer had just completed his famous solo flight to Paris. When he went to Washington, Lindbergh offered rides to senators and congressmen and their wives. The first day he took up Mr. and Mrs. Thatcher. Two days later Thatcher went up with a lady from Panama named Mrs. Lola Conger who begged him to get her a ride with Lindbergh.

Thatcher persuaded Lindbergh to do it so he made his second flight in the same week to accompany Mrs. Conger. This, however, was not his first experience in the air. His first was a ride in a balloon at what was then Camp Knox, now Fort Knox, Ky.

Thoroughly Drenched

The late Mrs. Anne Bell Thatcher, who accompanied her husband to the Isthmus as a bride, was more concerned with the social amenities of life in the Canal Zone. In an interview during the Roosevelt Centennial in 1958, she remembered a reception being nearly ruined by spoiled chicken salad and a dinner party during which the ladies got thoroughly drenched by a heavy rain. The only thing that she said she did not quite like about Panama was the difficulty they had on account of dampness. She had a house in the construction town of Culebra which she decorated in the style of the day and displayed her famous orchid collection on the porch.

Mrs. Thatcher died in Washington on October 10, 1960.

Thatcher was the youngest member of the Isthmian Canal Commission and has long outlived all the others. He looked back over his 100 years and ad-

mitted that he had an interesting life.

He was born in Chicago, Ill., on August 15, 1870, the son of John C. and Mary T. Thatcher, but was reared in Butler County, Ky., and educated in public and private schools.

Most people in the Canal Zone have heard of Thatcher but few are wholly aware that his career in the Canal Zone was only a small part of a career which included law practices in Kentucky, 10 years as a member of Congress, followed by another law practice in Washington.

Licensed In 1898

He took up the study of law while he was clerk of the Circuit Court of Butler County and was licensed to practice in 1898. He began his law practice in Louisville, and was named assistant U.S. district attorney for western Kentucky in 1901. He served in that capacity until 1906 when he returned to Louisville. From 1908 to 1910, when he was appointed to the Canal Commission, he was state inspector and examiner for Kentucky.

During the time that he was serving in Congress, he returned to the Isthmus three times as a guest of the Canal Zone Government. He took the welfare of Panama Canal employees much to heart, and during the time he was in Congress, prepared a number of measures that benefited Canal workers.

Since World War II he has made several more visits to the Canal Zone, each time as a guest of the Canal organization. One of these was in 1962 when he came for the dedication of the bridge that bears his name. He cut the ribbon that opened the bridge.

His last visit was in 1964 at the 50th anniversary celebration of the opening of the Panama Canal.

Children's Park

Thatcher's name still is very big in Panama. He is a household word in the town of Arraijan where he was given a parcel of land as a token of gratitude for creating the Thatcher Highway. He later gave the land back to the town for a children's park. Every year a school child in Arraijan gets a Thatcher medal for proficiency in English.

He introduced legislation that created the Thatcher Ferry which operated toll free for more than 30 years and was followed by the Thatcher Ferry Bridge which spans the Canal at Balboa. The highway from the bridge to Arraijan is named Thatcher Highway. He also was the author of legislation for the establishment, maintenance, and operation of Gorgas Memorial Laboratory in Panama for research in tropical diseases which has grown to be the outstanding institution of its type in the world.

He has long served as vice president and general counsel of the Gorgas Memorial Institute of Tropical and Preventive Medicine which supervises the work of the Gorgas Memorial Laboratory. Recently he was made an honorary president of the institute.

In fairly recent years, Thatcher encouraged action by Congress which provided retirement pay for non-U.S.-citizen employees of the Canal organization. For his work he was given a certificate making him an honorary president of the Canal Zone Retired Workers Association, an Isthmian organization of non-U.S.-citizen employees.

Honored

He has been honored by the Government of Panama which gave him the medal and plaque of the Order of Vasco Nuñez de Balboa. Venezuela and Ecuador also have honored him for his services to tropical America.

President Kennedy gave him, as a personal memento, the pen with which he signed the bill naming the bridge over the Canal in his honor.

Last year, on his 99th birthday, Thatcher told newsmen that he was thinking of quitting his law practice and going into poetry. At the time he was not too active in law, but busy collecting his files, press clippings, and writing poetry.

He said he had written about 1,000 quatrains in FitzGerald-Omar Khayyám style and a large number of sonnets in the Italian and Shakespearean styles. None of his friends doubts he has been a prolific writer of poetry since few letters—and he wrote many—ever arrived from him that did not contain a poem.

Thatcher as the youngest member of the Isthmian Canal Commission.

During one of their visits to the Canal Zone, Thatcher and the late Mrs. Thatcher pose at Miraflores Locks.

"AMONG THE scenes which are deeply impressed on my mind, none exceed in sublimity the primeval forests undefaced by the hand of man. No one can stand in these solitudes unmoved, and not feel that there is more in man than the mere breath of his body."

CHARLES ROBERT DARWIN—
Journal during the Voyage of H.M.S. Beagle (1831-1836)

Madden Forest Preserve

A Jewel Of A Jungle

By Willie K. Friar

"WHERE CAN we see the real jungle?" Canal Zone visitors often ask as they speed along the Transisthmian Highway.

Then suddenly they round a curve and there it is—a dense tropical forest stretching out on both sides of the highway, looking just like the jungle in which Tarzan had his great adventures.

It is the Madden Forest Preserve, one of the few areas of tropical mainland forest under the protection of the United States. It covers nearly 6 square miles of the Canal Zone, about 10 miles north of Balboa, and is under the jurisdiction of the Panama Canal organization.

Here giant cuipo and espave trees tower up tens of feet where their branches stretch out and interlace with those of other trees to form a canopy. Many of the trees have branches covered with gardens of ferns, orchids and bromeliads.

Seeing these giant trees in the forest provides an illusion of exploration. Walking along the historic Las Cruces Trail, which passes through the preserve, one can easily visualize the Spaniards laden with their treasures of gold crossing from the Pacific to the Atlantic side of the Isthmus. This trail was used also by the Forty-niners to avoid the long overland trek to California during the Gold Rush.

Hiking Trail

Part of the trail no longer exists having been inundated at the time of the creation of Gatun Lake. But the remaining section is a favorite hiking trail for Isthmian Boy Scouts and other groups of nature and adventure lovers, including the Canal Zone bottle collectors who search along the trail for bottles discarded by travelers of times long past.

The access roads, leading to the World War II gun emplacements located in the forest, provide other interesting trails for exploring.

Much of Panama's irreplaceable jungles have disappeared. But thanks to the foresight of the late Dr. Thomas Barbour, well known naturalist, who proposed the establishment of the Madden Forest Preserve, and to the late Canal Zone Gov. Harry Burgess, this valuable piece of tropical forest has been saved almost intact.

The preserve was created by order of Governor Burgess on May 27, 1930. The original order designated the area as "natural timber preserve," but on April 29, 1931, Governor Burgess issued a new order designating it as a "forest preserve" and stipulated that "the cutting of timber, the trimming, injuring, or carrying out of any of the trees, palms, or other plants in this area is prohibited."

Naturalists

Dr. Barbour, who also had a great deal to do with having Barro Colorado Island declared a wildlife and forest pre-

serve with laboratory facilities so that naturalists from all over the world could study there, discussed his part in the establishment of Madden Forest in the December 1936 edition of the Bulletin of the Pan American Union.

He wrote: "A few years ago it was decided to build a dam at Alajuela, up on the Chagres River. This is to provide more power and more water for Gatun Lake during years of exceptional drought. The first step in the project was to build a road from the main Canal Zone highway near Summit to the dam site, and when this came to be built, lo and behold!, it passed through several miles of real first-rate wild forest. Not, to be sure, in an absolutely primeval state, for there are a few clearings and a little timber had been removed, but still here were several thousand acres of good typical woods in a zone with enough annual rainfall to keep a good many streams running and plenty of moisture in the ground so that a beautiful luxuriant vegetation was to be seen; a typical picturesque forest, easily accessible to the amateur naturalist.

Wood Cutting

"I was in Panama in the spring of 1930 and took the liberty of suggesting to Col. Harry Burgess, Governor of the Panama Canal, and a warmly appreciative lover of nature, that it would be splendid if this area was set aside as a forest reserve. This was no sooner said than done, and in June 1930, Governor Burgess wrote me that the order had been issued setting the reserve aside. Police were instructed to protect the area and signs were put up forbidding woodcutting and trespassing.

"This forest reserve abuts on country with a considerable rural population as you cross the boundary of the Canal Zone, to which the reserve extends, and passes into the territory of the Republic of Panama. The area is not sufficiently extensive to support many of the large native animals, but many of the small species are abundant and will increase with protection, and the birds are very satisfying indeed and are to be seen in numbers and great variety. There are several fine colonies of the hang-nests, or oropendulas, and some most noteworthy colonies of leaf-cutting ants. One hill of these near the picnic site where the "Old Gold Road" crosses the modern highway is the largest I have ever seen."

Ant Armies

The leaf-cutting ant armies, which Dr. Barbour mentioned, continue to fascinate visitors to the forest who like to watch them carrying bits of leaves appearing like green sails, and the giant blue Morpho butterflies, some with a wingspread of 6 inches, flitting unmolested through the green jungle foliage, are an unforgetable sight. These butterflies are so numerous when the forest is viewed from the air they appear as large bright splotches of blue on a green carpet.

The Canal Zone police keep a regular patrol and watchful eye on the forest preserve but poachers still slip in occasionally as they did in Dr. Barbour's day. In those times, poachers felled trees for charcoal as well as for lumber. Governor Burgess always kept a paternal interest in the forest and took action immediately when reports came in that anything was being taken from the forest without permission.

Typical was a memorandum sent to the chief of police by Governor Burgess in which he said, "Dr. Barbour says that mules and other animals are picketed along the right-of-way of the road and are eating the small shrubbery which makes a nice foreground for the main forest. Can you have this practice stopped by your police patrol?"

Grubbed Out

No detail was too small for Dr. Barbour and Governor Burgess to notice if it had to do with making sure the forest was kept intact. When passers-by began to damage shrubbery as they took bananas from trees along the road, the word went out to have the banana trees "grubbed out by prisoners."

At another time mango trees were planted along the roadway and these were ordered removed "trunk, branch, and root" as "the artificial creation of rows of trees through such an area is as contrary to the underlying principle of the preserve as would be the cutting and removal of what naturally grows there." *(Please see p. 8)*

ABOVE: A forest visitor strolls along Las Cruces Trail near where it meets the Transisthmian Highway. BELOW: The dense tropical forest seems ready to swallow passing motorists.

Flowering plants bloom along the trails in the preserve. Dr. Edwin Tyson, biologist at Florida State University, Canal Zone Branch, admires a Costus uniflorus, known in Spanish as the Caña de Mico.

(Continued from p. 7)

One man, who protested the restriction on cutting trees for charcoal, wrote a letter asking that an exception be made in his case. He said, "I buy cows' feet from the slaughterhouse in Panama City and prepare them for sale by first boiling them in hot water, and wood is used to heat the boiler. Mangler wood is used for this purpose because it makes a very hot fire." He added a promise that he would not otherwise damage the forest. His request, like many others, was turned down.

The forest is always available to scientists and men from all over the world have conducted a variety of studies there. Madden Forest Preserve is often listed in scientific journals as the location where studies of tropical flora and fauna took place for specific reports. Members of the Smithsonian Institute use it often and consider it a "must" stop for visiting scientists.

Untouched Jungle

Dr. Horace Loftin and Dr. Edwin Tyson, biologists at the Canal Zone Branch of Florida State University, take their classes into the forest where they band birds in order to study their migratory habits; collect insect and plant specimens; and give the students a chance to see what an untouched jungle is like. Both have a very strong interest in conservation and often refer to Barro Colorado, an island in Gatun Lake; Ancon Hill, adjacent to Balboa Heights; and the national Park and Biological Preserve, Campaña Heights, the land set aside in 1966 by the Republic of Panama for a national park, as examples of doing things right.

Panama's park, located in an extinct volcano about 35 miles west of Panama City, has vegetation typical of the higher areas in Panama. It covers about 5,000 acres.

Dr. David A. Harcharik of Duke University in Durham, N.C., writing of Madden Forest in the Association for Tropical Biology, Inc. Newsletter, said, "The area should be an objective of study by biologists of many kinds. The old antiaircraft sites, now obsolete in terms of Canal defense, provide fine vantage spots for veiewing the Canal and are, in many respects, feature attractions of the area.

Unexplored

"Its ready access from Panama City and the Canal Zone, the potential coperation of local scientists, its unique location, and the challenge of the unexplored should make the preserve a target for intensive exploration by biologists."

Dr. Harcharik also pointed out that Panama is the biological crossroads of North and South America containing plants and animals from both continents. It may be the most biologically diverse country in the world for its size and he considers the forest preserve an ideal spot to study the flora and fauna of this area.

After Balboa discovered the Pacific Ocean and claimed the land for Spain, a part of his ritual was to cut down a tree. Today, it is still almost a ritual to attack the trees as soon as people move into an area. This continuous destruction of the forests in Panama continues today just as it did in the United States as the land was settled.

Constant burnings during the dry season have decimated many of the forests. Fires actually have little effect on the untouched tropical forest where there has been no cutting. However, the edges are vulnerable to repeated burnings which degrade them a little every time and make them slowly retreat until only sawgrass and other undesirable grasses continue to grow. This process can be observed as one leaves the limits of Madden Preserve.

The destruction of the forest causes erosion, stream silting, and floods. The tropical soils which support such giant trees quickly dry out from exposure to the intense sun and become barren deserts.

Primitive Vegetation

In our present state of overpopulation, the forest and the various natural vegetation types, which give the tropical landscape its originality, have a chance to survive only in carefully guarded reserves like Madden where, fortunately, remnants of primitive vegetation have been preserved and some rare species protected.

Some ask, "Why save the forest?" "What real use is it?" Scientists have said that it is true that perhaps many of the plants and trees have no known uses today, but it is impossible to say what value they may have in 100 years time. The tropical forest is a great reservoir of species and should not be allowed to be destroyed in one single generation.

One might well be reminded of Columbus, who in 1502, loaded aboard his ship baskets of strange red bean-like seeds because he had noticed that the Indians valued them very highly. He wondered of what possible use they could be. He never discovered that they were cocoa beans which one day would be the basis for a great industry, probably of much more value than the gold he sought.

Medical researchers now know that many of the medicinal roots, plants, oils, and saps or resins first used by the natives of America hundreds of years ago, have great value in the treating and preventing of diseases. Who can say what lifesaving drugs may be there in the plants of the jungle waiting to be discovered as was quinine in the Peruvian forests?

Famous Letter

But the true value of a forest cannot be measured for it goes far beyond material resources. In 1961, while Secretary of the Interior Stewart L. Udall was speaking before a group, he read a now famous letter from the novelist, Wallace Stegner.

The letter said in part: "Wilderness is useful for spiritual renewal, the recognition of identity, the birth of awe. These are some of the things wilderness can do for us. This is the reason we need to put into effect, for its preservation, some other principle than the principles of exploitation or usefulness or even recreation.

"We simply need that wild country available to us, even if we never do more than drive to its edge and look in. For it can be a means of reassuring ourselves of our sanity, as creatures, a part of the geography of hope."

This leaf-cutting ant is ready to bite into a leaf. They can be seen carrying bits of leaves to their nests.

Cecropia

Three Interesting Trees

THERE ARE 10 times as many kinds of trees growing in the tropics as grow in temperate zones. And due to the extreme conditions of heat, drought, and moisture which prevail at different times during the year in Panama, they are strikingly different from those found outside the tropics.

One of the most common trees in Madden Forest as well as throughout Panama is the *Cecropia;* it is also one of the most unusual. Its leaves are being shipped all over the world for use in dried flower arrangements. But one would have to shake the tree to discover that it is a vast apartment house for fierce *Azteca* ants which rush out of the tree and attack anything that might disturb it. The ants live inside the hollow stems of the branches and guard the tree from the leaf-cutter ants which would quickly denude the tree of its shapely leaves.

Indian Blowguns

The branches of the *Cecropia* are also hollow and are fashioned by certain South American Indians into blowguns.

Another tree common in Madden Forest Preserve is the *Balsa*, the weight of which is only 7 pounds per cubic foot, about half the weight of cork, making it one of the lightest woods in the world. Nearly everyone at one time or another has put together a model plane made of balsa or remembers it as the wood used by Thor Heyerdahl in the construction of the *Kon-Tiki.*

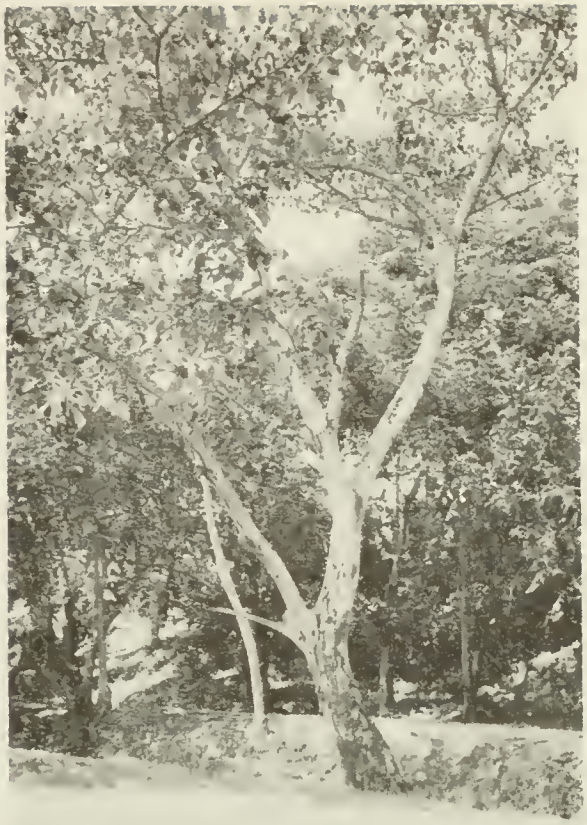
Balsa is the Spanish word for raft which has been one of the main uses of the wood since ancient times. The green wood is very heavy and spongy and will decay in a day or two if left on the ground after being cut. When the wood is dried, either by standing on end or placing in a kiln, it is very light but tough and is of great value where strength is needed without much extra weight.

Ship Construction

It is often used in steamship construction as it provides excellent insulation due to its cellular nature, and saves hundreds of tons in a ship's gross weight.

Another tree in the forest is the *Panamá,* unofficially the national tree of the Republic of Panama. Some persons believe that the country derived its name from this tree. Sometimes growing to a height of 120 feet, the *Panamá* has large leaves. The flowers appear in clusters but have no petals. Instead, there is a wooly outside and dark red and greenish color within. The fruit is a cluster of five pods 4 inches long containing large brown chestnut-like seeds.

The beginning root system at the base of the *Panamá* tree makes it one of the most unusual looking trees in the tropics. Flat, wall-like extensions snake out from the trunk forming cubicles between the roots.



Balsa

Panamá

MORGAN'S GARDEN

The Isthmian community has accepted the garden as its own and many church and community functions are held there.

Framed by palm fronds, Mrs. Morgan waters her lawn next to her Spanish style home.

By José T. Tuñón

ONE OF the most beautiful and best known flower gardens on the Isthmus was started in 1930—with a bang.

It was a whole series of bangs in fact. When U.S. Army engineers at the nearby post of Corozal rushed to investigate the noise, they found that Charles P. Morgan and his wife Pat were preparing the land to plant flowers for the Ancon Greenhouse.

In order to do the job properly, they had to get rid of the hardy leaf-cutting or army ants. This was done by filling the ant holes with carbon bisulphide which was then ignited. The resulting explosions went off in series through the ants' nests. It is an old fashioned, but effective method of killing ants.

The site which is now Morgan's Garden is located 5 miles north of Balboa in the vicinity of Corozal. It was leased to Mr. and Mrs. Morgan to replace their Santa Cruz flower farm, near where the Ancon Freighthouse is now located. The property was needed by the Canal Zone Government. On this farm, Mr. Morgan's mother, Mary, had grown flowers for the greenhouse retail store in Ancon.

Morgan and his mother had come to the Canal Zone during construction days and while she got interested in flower growing, he was employed by the Panama Railroad and later by Grounds Maintenance on the Pacific side. Mrs. Pat Morgan was an operating room nurse at Gorgas, then Ancon Hospital. She too became devoted to flower growing after marrying Morgan in the 1920's.

Pigeon Hill

The hill on which the Morgan family built their home and garden in 1930 was called Pigeon Hill in the pre-Canal times. And during the early years, the Morgan family often had to dodge shots from pigeon hunters.

Mrs. Morgan now operates the garden alone since the death of her husband and mother-in-law. The first thing they did after killing the ants was to build a road into the property. It took 2 years since the rock had to be blasted from the side of the hill. At the

same time they planted the stately royal palms on one side and coconut palms on the other. Mrs. Morgan went against her husband's wishes and put in banyan trees which now completely surround the 4-hectare plot of land.

For most of the success of the garden, Mrs. Morgan gives credit to William White, a native of Barbados, who started working with the elder Mrs. Morgan in 1919.

Shrubs, Plants

She says that White taught her nearly everything she now knows about gardening, which was plenty. He planted nearly all the various shrubs and plants at the garden and retired only 2 years ago because of his age—then 84.

Like nearly everyone else on the Isthmus, Pat had trouble with her first batch of rose bushes which were brought here from Florida. They grew very well but insects ate the leaves and ruined the plants. She devised a method of putting lighted candles placed in dishes filled with water nearby. Believe it or not, the bugs were attracted by the light, and burned in the candle flame or were drowned. She says she later learned that a similar method has been used in the Philippines for hundreds of years.

The Secrets

She also had good luck with gladiolas. She planted a great variety of them and had orders from as far away as Holland. One of the best is a variety imported from Africa called "*glorius rotschildiana*." She didn't have much luck with *anturium*, an exotic plant difficult to cultivate, until an official from the Trinidad Government came by one day and explained the secrets of its cultivation.

Pat Morgan, however, takes most pride in making her garden beautiful and then sharing it with members of the community. In addition to the flora, the compound contains a main house, designed by a prominent Panamanian architect; a chapel; a swimming pool; and a guest house. Everyone is welcome to visit any day and Pat Morgan is delighted when she sees men with their families, mothers with children, and teachers with pupils visiting the garden and examining the variety of plants.

Community Functions

The Isthmian community has accepted Morgan's Garden as its own and many of the church and community festivals and affairs are held there.

During her many years spent with plants, she has had a number of experiences but none so hair raising as the time recently when she put her hand under a plant and was bitten by a poisonous snake. She promptly fainted, fell on a water pipe, fractured her wrist and broke the pipe. The resulting spray of water called her plight to the attention of White who called an ambulance.

Shares Knowledge

In addition to gardening, Pat took up flower arranging and received her first lessons from an expert—a Japanese who came to Panama on a goodwill tour. She became so interested that she decided to share her knowledge with her friends and neighbors on the Isthmus and held her own classes. At one session she had about 300 students.

Pat says with pride that most of the garden clubs in Panama were started by students in her classes. A colonel in the U.S. Army told her that her classes helped him know Panama, its flowers, and the people more than any other activity during the time he was stationed here.

Distinguished Members

Her Cardenas River Garden Club, founded nearly 30 years ago, has had such distinguished members as the wives of presidents of Panama, former Panama President Tomás Gabriel Duque, and Gen. Matthew B. Ridgway (USA Ret.) and his wife.

The University of Panama, through Dean Dr. Octavio Mendez Pereira, gave her a gold medal in appreciation of her cooperation in designing the gardens around the university and her gift of 250 ornamental plants.

Pat has traveled extensively through the Republic of Panama and has helped hundreds of Panamanian farmers to obtain better results with their flowers and plants. In 1962, the Republic of Panama recognized her work by presenting her with the Order of Vasco Núñez de Balboa in the grade of Commander.

At the entrance to the garden, Mrs. Morgan and two companions, Alice and Jimmy, stroll among royal and coconut palms planted in 1930.

Banyan trees form a leafy cover over a walkway at the garden.

TOCUMEN SETS COURSE FOR SUPERJET ERA

An artist's drawing of how Tocumen Airport will look in 1980 is displayed by Miss Tatiana Menéndez, secretary to the legal advisor for the Panama Civil Aeronautics Agency. Approximately 2.3 million passengers are expected to use Tocumen in 1980.

By Luis C. Noli

TOCUMEN AIRPORT, which first put Panama on the map of international aviation nearly a quarter century ago and then turned it into a crossroads for air routes between the Americas, is looking ahead for its place in the superjet era.

Its present facilities are already overtaxed. Tocumen handles close to 600,000 arriving and departing passengers a year. By 1980, when the jumbo jets will have been operating 8 years in Panama, according to present estimates, the figure is expected to be threefold—1.8 million passengers. And in-transit passengers, estimated at 485,000 by 1980, will bring the total to 2.3 million annual travellers.

The projections for growth of cargo operations through Tocumen are even more impressive. From a current 35 million kilos (38,500 tons), the volume of aircargo is expected to reach 100 million kilos (110,000 tons) 10 years from now.

All the bustle estimated for Tocumen in a decade will mean nearly double the commercial aircraft operations at the airport—from 25,500 in 1970 to 49,200 in 1980.

Ranks Eighth

What present fiigures mean is that in terms of international passenger traffic, Tocumen ranks eighth among the airports of Latin America after San Juan, Mexico City, Buenos Aires, Montevideo, Montego Bay, Kingston, and Rio de Janeiro—and third in terms of total aircargo tonnage. Argentina is first followed by Chile.

Since Panama ranks 19th in population among the Latin American nations, its place in international aviation is remarkable indeed.

Master Plan

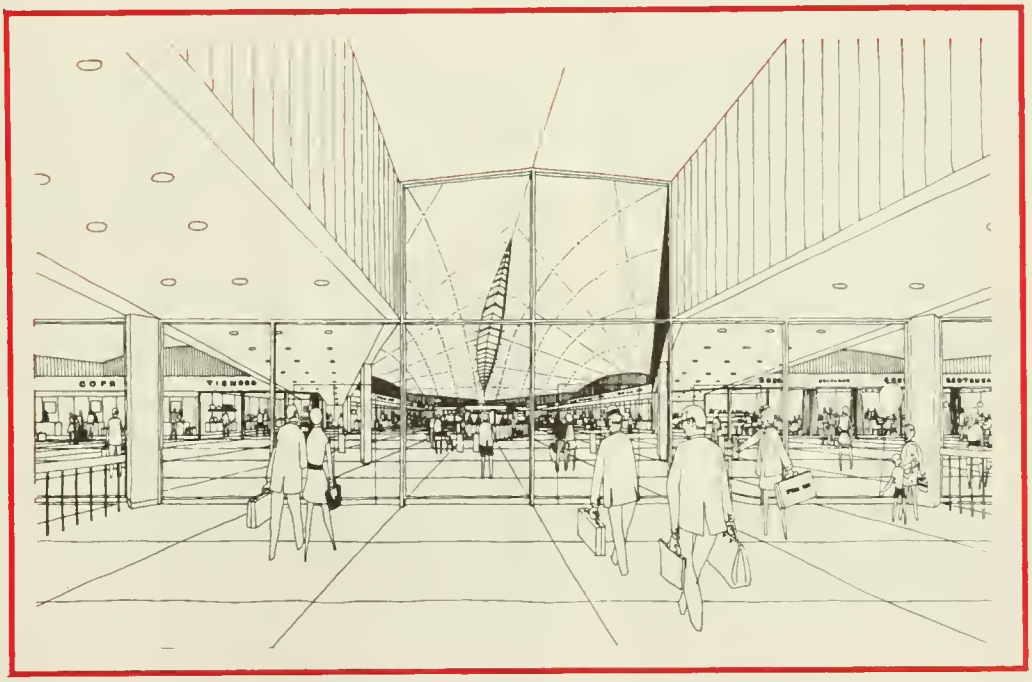
To enhance that position during the next decade, the Panama Civil Aeronautics Agency had a $27.5 million master plan drawn up by Parsons Corporation of Los Angeles and New York in association with George L. Dahl Inc. of Dallas.

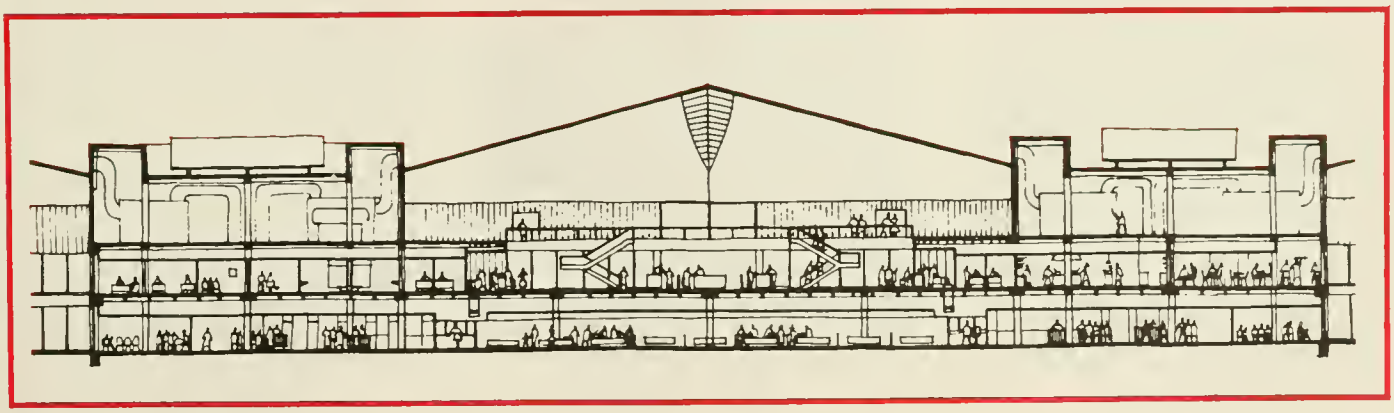
The plan is based on Panama's aviation growth potential, which the consultants have summarized as follows:

"Panama's geographic position places

(Please see p. 14)

These sketches show much of the passenger terminal complex. At top, the modern terminal rises in the background. The main lobby is shown in the center with airline ticket counters, restaurant, bar, and waiting lobby. This section will also contain a casino, television lounge, bank offices, and passenger gates. Below is a sectional sketch of the terminal. The 36-month, $27.5 million project will be completed in three phases.





(Continued from p. 12)

it in a very advantageous spot for travel and commerce. It has long been a bridge for world commerce and travel—in Spanish days as a land-bridge and more recently as a marine crossroad with the Panama Canal.

"The location of Panama is ideal for transboarding international air travellers from the northern and southern continents of the Western Hemisphere. The same advantage of location applies to aircargo movement. The existence of the Canal and good port facilities makes Panama an excellent place from which to distribute goods by air to other countries, with the added advantage of the economies of marine transport for large volumes and the convenience of air transport for prompt delivery to the (sometimes remote) demand point.

Focal Point

"Commercial and passenger traffic has grown at a faster rate at Tocumen than at other Latin American airports. Reasons for this are varied. Panama's physical position acting as a focal point, Panama's stable currency, the success at the Colon Free Zone, have all contributed to the increase in both passenger and cargo traffic at Tocumen. Tourism is a big business and has begun to flourish in Panama. Public relations campaigns to advertise Panama's even climate, sunshine, and other varied attractions have already had a good effect on the economy.

"Continuing these trends and forecasting Tocumen's growth in the next 10-year period, activity will increase more than three times. It is also evident that, economically, the existing terminal and runway facilities will be unable to stand this expansion."

Main Features

On the basis of detailed technical studies, the consultants have recommended construction of an entirely new terminal facility adjacent to the present airport. These are the main features of the proposal:

- —A new runway and parallel taxiway.
- —A new passenger building.
- —Parking areas for 971 passenger vehicles and taxis.
- —Improvement of Tocumen Highway, including partial relocation and construction of an access road from the main road to the terminal building.
- —Improved aids to navigation and in the airfield lighting.
- —Improved power, water, drainage, and air conditioning systems.
- —Conversion of the present passenger terminal into a cargo terminal.

A suggested design provides for a two-level passenger terminal building. On the ground floor are baggage claim areas, holding rooms, passenger arrival and departure lobbies, offices, kitchens and storage, snack bar, cocktail lounges, first aid, quarantine, immigration and customs; on the mezzanine are diplomatic salons and airline hospitality rooms, the viewing gallery, and an international duty-free zone; on the second floor: ticket lobby, terminal waiting lobbies, main restaurant, coffee shop, kitchens, bars, restrooms, telephone and cable offices, a television lounge, specialty shops, casino, news stand, barbershop, insurance counters, bank offices, and passenger gates.

Direct Access

The ramp layout provides for "international satellites" using all-weather bridges connecting to the aircraft, so that passengers arriving or departing will have direct access to or from the terminal building.

The master plan also makes provision for new functional areas including duty-free commercial activities, further development of the hotel and motel industry close to the airport, a convention hall or exposition building suitable for industrial displays, and recreational areas.

The consultants have proposed a phased 36-month schedule to carry out the recommended alterations, improvements, and new construction. Phase I, covering about 10 months, involves the rehabilitation of the existing terminal area—improvements needed urgently to meet demands of present passenger and aircraft traffic such as extension of aircraft parking ramps and installation of a baggage conveyor that would be moved later into the new building. Phase II, a 3½-year project, involves the design and construction of the entire new terminal including runway, taxiways, and passenger building. Completion of the new building will require additional freight buildings. The paving of truck parking lots will be the last phase.

Maj. Patricio Janson, Director of Civil Aeronautics of Panama, explains aviation trends and growth in Latin America. In the next decade commercial flights at Tocumen will nearly double. International travelers are expected to triple by 1980.

World Bank

Maj. Patricio Janson, Director of Civil Aeronautics of Panama, says financing arrangements with the World Bank are well underway. Construction of the main projects—lengthening and improving the runway and construction of the new terminal—is scheduled to start in early 1971.

Expansion of Panama's international aviation facilities comes at a critical time, according to Major Janson.

"Our economy," he explains, "is based on service to trade. For centuries, Panama has been a center of maritime navigation. Now we are also becoming a center of air navigation."

What about the future?

"I believe our aviation future lies not so much between North and South America as between east and west. By that I mean the major volume of traffic won't be so much between the Americas as between Europe and the Orient.

Mass Tourism

"And that future is promising. The jet airplane made possible mass tourism—it placed exotic places within the reach of the average man or woman in terms of both time and money. Thus the tourist boom in the Mediterranean. But the Mediterranean is fast reaching the saturation point and now the seventies loom as the decade of the Caribbean. Panama, as the anchor point for the area, stands to benefit the most because we offer all the things tourists want, plus year-round sunshine."

What about the supersonic transport age?

Major Janson's reply is laconic, but meaningful.

"The only limiting factor for us has been the length of the runway. And we're already taking care of that."

CANAL COMMERCIAL TRAFFIC BY NATIONALITY OF VESSELS

Nationality	Fiscal Year 1970					
	1970		1969		1961-65	
	No. of transits	Tons of cargo	No. of transits	Tons of cargo	Avg. No. transits	Avg. tons of cargo
Belgian	131	433,121	109	162,939	46	168,966
British	1,591	13,478,056	1,460	11,907,943	1,294	8,292,285
Chilean	118	762,241	98	685,999	120	849,621
Chinese (Nat'l.)	147	1,226,237	127	899,702	81	594,921
Colombian	214	610,739	180	552,330	256	408,588
Cuban	75	687,944	43	437,459	3	14,596
Cypriot	74	630,259	41	395,688		
Danish	434	2,152,529	393	2,036,969	307	1,548,545
Ecuadorean	66	99,477	66	84,268	42	49,491
Finnish	66	454,388	51	357,976	24	107,205
French	247	852,585	247	1,130,240	144	771,293
German, West	1,108	4,992,218	1,162	4,369,229	1,122	3,391,774
Greek	568	7,178,925	564	6,442,482	632	6,180,888
Honduran	166	100,151	202	127,178	197	153,814
Israeli	82	467,822	92	655,530	65	253,130
Italian	266	1,425,909	273	1,699,982	190	1,126,250
Japanese	1,178	11,072,736	1,072	9,230,388	835	4,871,840
Liberian	1,601	25,811,218	1,569	24,347,790	951	9,348,846
Mexican	69	450,071	115	516,629	25	77,779
Netherlands	493	2,820,010	479	2,560,612	621	2,793,040
Nicaraguan	34	73,953	54	92,681	52	80,143
Norwegian	1,324	16,540,983	1,325	14,226,497	1,436	10,931,401
Panamanian	799	4,368,970	661	3,049,676	461	1,968,519
Peruvian	180	957,763	171	807,836	119	547,814
Philippine	112	759,471	91	500,703	70	310,866
South Korean	77	771,836	40	302,444	10	44,398
Soviet	104	741,086	104	677,186	23	164,686
Spanish	66	201,392	38	233,560	13	52,250
Swedish	462	3,477,640	487	3,150,283	336	2,157,223
United States	1,519	7,942,683	1,549	7,735,182	1,708	10,191,486
Yugoslavian	42	659,644	33	468,890	13	106,870
All Others	245	2,055,203	247	1,526,473	112	554,401
Total	13,658	114,257,260	13,146	101,372,744	11,335	68,112,909

MONTHLY COMMERCIAL TRAFFIC AND TOLLS

Vessels of 300 net tons or over—(Fiscal years)

Month	Transits			[1]Tolls (In thousands of dollars)		
	1970	1969	Avg. No. Transits 1961-65	1970	1969	Average Tolls 1961-65
July	1,137	1,122	960	7,787	7,089	4,929
August	1,186	1,109	949	8,135	7,362	4,920
September	1,133	1,115	908	7,870	7,473	4,697
October	1,089	1,138	946	7,771	7,471	4,838
November	1,060	1,103	922	7,401	7,279	4,748
December	1,155	1,119	946	8,059	7,571	4,955
January	1,088	958	903	7,503	6,715	4,635
February	1,080	[2]874	868	7,479	[2]5,774	4,506
March	1,223	[2]1,134	1,014	8,350	[2]7,608	5,325
April	1,179	[2]1,166	966	8,228	[2]7,506	5,067
May	1,170	1,200	999	7,963	8,109	5,232
June	1,158	1,108	954	8,108	7,466	5,013
Totals for fiscal year	13,658	[2]13,146	11,335	94,654	[2]87,423	58,865

[1] Before deduction of any operating expenses. [2] Revised.

TRAFFIC MOVEMENT OVER MAIN TRADE ROUTES

The following table shows the number of transits of large, commercial vessels (300 net tons or over) segregated into 8 main trade routes:

Trade routes	Fiscal Year 1970		
	1970	1969	Avg. No. Transits 1961-65
United States Intercoastal	358	425	520
East coast United States and South America	1,262	1,345	2,355
East coast United States and Central America	609	684	509
East coast United States and Far East	3,363	3,054	2,220
East coast United States/Canada and Australasia	396	395	321
Europe and West Coast of U.S./Canada	1,024	1,012	1,009
Europe and South America	1,298	1,285	1,236
Europe and Australasia	490	447	397
All other routes	4,858	4,499	2,777
Total traffic	13,658	13,146	11,335

SHIPPING NOTES

Ship Lifts

OPERATORS OF Europe's vast system of canals have put into use a revolutionary method of raising or lowering inland vessels.

In Belgium, on the Charleroi-Brussels canal, a ship-lifting device consisting of two huge tanks on a funicular railway has replaced a whole series of locks which allowed ships to move over an incline of approximately 225 feet. In each of the tanks, one 1,350-ton vessel or up to four 300-ton ships can be moved uphill or downhill in about 25 minutes. The tanks are some 300 feet long by 73 feet wide and rest on 236 sprung wheels to assure a smooth ride.

On The Rhine-Marne Canal in eastern France a smaller lift hauls ships on an incline of nearly 150 feet. This distance required 70 locks in the past and took at least a day for a vessel to lock through them. The French lift in Alsace moves the ships in 20 minutes.

The inclined lift can take ships of up to 350 tons in its water-filled tank. Fully loaded the tank weighs 900 tons and is moved on rails by means of massive cables by two electric motors of 120 h.p. each. The load is compensated for by two 450-ton counterweights which also run on rails.

The inland types of merchant ships are much smaller than their oceangoing cousins. Panama Canal locks, which raise and lower the vessels 85 feet, are 110 feet wide and 1,000 feet long. In March of this year there were more than 800 ships in the world too large to enter the locks and an additional 117 of the giant ships under construction.

The saving in time is not the only advantage of the Belgium and French ship lifts.

Each time a European lock is used, a considerable amount of water is lost from the higher section of the canal—

(Please see p. 16)

(Continued from p. 15)

water which is needed for shipping or for manufacturing electricity.

The Panama Canal uses 52 million gallons of fresh water for each vessel that transits. The water is fed by a gravity flow system through the locks and spilled into the ocean.

Bulk Cargoes in Slurry Form

IN APRIL of this year the world's first ore-slurry-oil ship, the 51,046-deadweight-ton SS *Marconaflo Merchant,* completed its maiden voyage successfully discharging in slurry form the first entire shipload of bulk mineral concentrates from the Tasu, British Columbia, iron mine to the Portland, Oreg. plant of Oregon Steel Mills.

The unique ship, the former San Juan Merchant, was converted at a cost of $2.5 million from a conventional ore/oil carrier to a ore-slurry-oil ship. She can also carry crude oil or dry ore cargoes.

Although this ship has not used the Canal since her conversion, she may do so in the future, since she is still well within Panama Canal maximum measurements. Recently she took a cargo of 22,000 tons of slurry from Peru to Japan.

This ship is making use of a revolutionary new method of transporting bulk cargoes in slurry form called *Marconaflo,* a method developed by Marcona Corp., one of the world's largest ocean transportation firms owned primarily by Cyprus Mines Corp. and Utah Construction and Mining Co. Marcona is represented in Panama by Cia. San Juan.

Marconaflo is considered one of the major advancements in the history of bulk commodity shipping. It makes possible the transportation of these materials in large high economy tankers rather than in conventional bulk carriers. The key element of the system is a device which efficiently reslurrifies granular materials that have been compacted into a relatively dry, non-shifting mass for ocean transport.

Charles W. Robinson, president of Marcona, says the system can provide shipping savings of such magnitude that many of the world's once marginal raw material deposits are now economically attractive. It will open to basic steel all the advantages of transporting petroleum.

Iron comes from Marcona's mine near San Nicolas Bay, Peru. Before shipping, the ore is ground down to a fine powder and put into a 70 percent iron content concentrated form. An ore slurry with 75 percent solids is pumped aboard the ship. The natural settling action is hastened by the ship's vibration. The solids

PRINCIPAL COMMODITIES SHIPPED THROUGH THE CANAL

(All cargo figures in long tons)

Pacific to Atlantic

Commodity	Fiscal Year 1970		
	1970	1969	5-Yr. Avg. 1961-65
Ores, various	5,573,085	4,349,108	1,009,694
Boards and planks	3,516,050	3,630,798	N.A.
Iron and steel plates, sheets and coils	3,390,818	2,930,096	N.A.
Sugar	2,625,819	2,567,471	2,296,584
Petroleum and products	2,109,215	1,088,430	1,805,862
Fishmeal	1,574,375	1,975,409	N.A.
Metals, various	1,421,659	1,265,586	1,187,362
Food in refrigeration (excluding bananas)	1,371,543	1,400,249	898,880
Pulpwood	1,230,977	1,241,042	517,629
Bananas	1,157,123	1,160,903	1,161,381
Petroleum coke	1,062,104	530,844	N.A.
Iron and steel manufactures, miscellaneous	1,060,191	1,056,857	N.A.
Plywood and veneers	913,862	940,225	N.A.
Iron and steel wire, bars and rods	642,762	540,680	N.A.
Canned food products	590,558	607,750	957,472
All others	12,355,454	11,354,877	20,859,716
Total	40,595,595	36,640,325	30,694,580

Atlantic to Pacific

Commodity	Fiscal Year 1970		
	1970	1969	5-Yr. Avg. 1961-65
Coal and coke	21,306,153	16,260,931	6,061,195
Petroleum and products	14,302,937	15,796,516	11,384,781
Corn	5,034,785	3,057,082	1,501,869
Metal, scrap	3,912,009	2,640,903	2,663,773
Phosphates	3,732,353	4,661,919	2,137,487
Soybeans	3,291,540	2,500,502	1,449,114
Ores, various	2,278,618	1,845,458	309,593
Sorghum	1,777,524	1,345,244	N.A.
Sugar	1,581,340	1,073,774	1,011,013
Metal, iron	1,303,635	1,228,363	198,647
Chemicals, unclassified	968,629	816,738	657,500
Rice	850,092	552,232	154,248
Paper and paper products	846,231	813,810	428,042
Fertilizers, unclassified	781,167	626,176	388,007
Autos, trucks, and accessories	659,911	594,647	333,328
All others	11,034,741	10,936,512	8,738,831
Total	73,661,665	64,750,807	37,418,328

CANAL TRANSITS — COMMERCIAL AND U.S. GOVERNMENT

	Fiscal Year 1970				
	1970			1969	Avg. No. Transits 1961-65
	Atlantic to Pacific	Pacific to Atlantic	Total	Total	Total
Commercial vessels:					
Oceangoing	6,994	6,664	13,658	13,146	13,348
Small [1]	298	278	576	583	547
Total Commercial	7,292	6,942	14,234	13,729	13,895
U.S. Government vessels: [2]					
Oceangoing	532	536	1,068	1,376	250
Small [1]	40	50	90	119	157
Total commercial and U.S. Government	572	586	1,158	15,224	14,302

[1] Vessels under 300 net tons or 500 displacement tons.

[2] Vessels on which tolls are credited. Prior to July 1, 1951, Government-operated ships transited free.

are compacted into a cake with less than 8 percent moisture. Surplus water is drained off. The ore then is taken as a solid to its destination. There Marcona reconstitutes the slurry by means of high-pressure water jets and the liquid ore is pumped into a pond. From there a conventional dredge feeds materials into a plant which converts it to iron ore pellets.

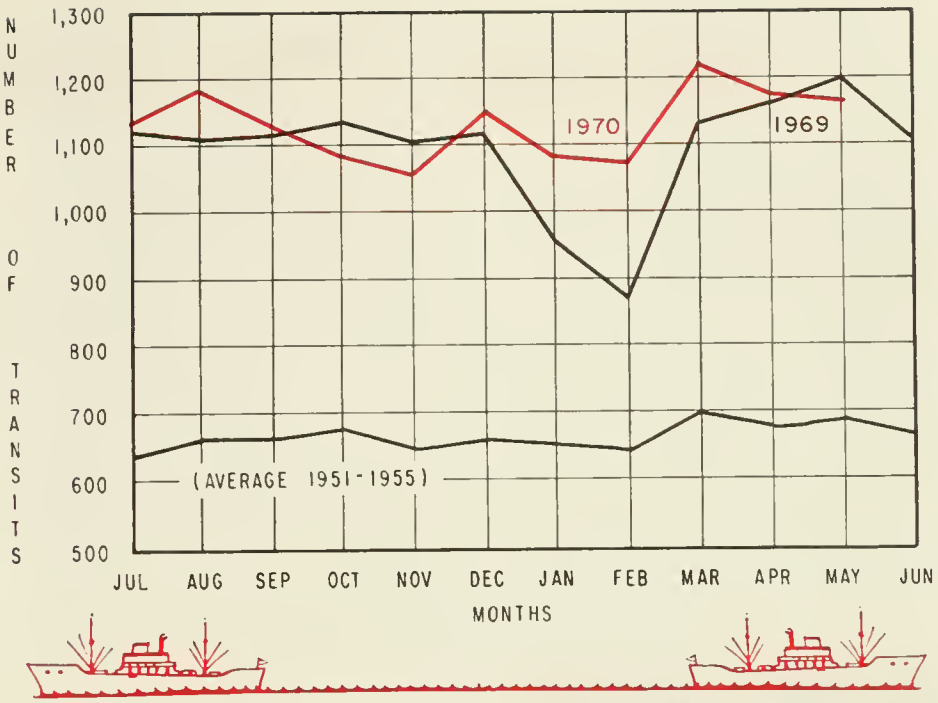
PANAMA CANAL TRAFFIC STATISTICS FOR FISCAL YEAR 1970

TRANSITS (Oceangoing Vessels)

	1970	1969
Commercial	13,658	13,146
U.S. Government	1,068	1,376
Free	103	80
Total	14,829	14,602
TOLLS *		
Commercial	$94,688,543	$87,458,100
U.S. Government	6,221,313	8,422,043
Total	$100,909,856	$95,880,143
CARGO **		
Commercial	114,257,260	101,372,744
U.S. Government	4,410,451	7,210,068
Free	234,689	204,065
Total	118,902,400	108,786,877

* Includes tolls on all vessels, oceangoing and small.

** Cargo figures are in long tons.



Coffee from Hawaii

THE LYKES LINE cargo ship *Sheldon Lykes* came through the Canal recently and delivered to New Orleans a shipment of 806,000 pounds of Kona coffee from Hawaii, the first such shipment ever made to a U.S. gulf port in what may be a continuing movement.

According to the "New Orleans Bulletin," the 8,000 bags of Kona coffee were imported by the Superior Tea and Coffee Co. of Chicago. Kona coffee, probably the only U.S. grown coffee, comes from the lower mountain slopes of Mauna Loa, along Hawaii's western shore. The unique quality of Kona coffee is a result of its being grown in the rich volcanic soil on the Mauna Loa slopes which receive ample rainfall and an unusual daily cloud cover.

Tug Sold

A LONG VOYAGE is in store for the former Panama Canal Dredging Division tug *Alhajuela* which was sold recently to the Malcolm Marine Co. of Marine City, Mich. The Malcolm Marine Co. brought down its own crew and the venerable old tug went up to Michigan by way of the St. Lawrence Seaway. The *Alhajuela*, built in 1936 by the Mechanical Division, spent all of her working days in the Canal Zone. She will finish out her useful life operating in Lake Huron and adjacent waterways.

The new self-propelled barge "Golden Owl" is launched at the Bethlehem Steel shipbuilding yard at Beaumont, Tex. It is operating in Panama waters for marine bunkering.

New Bunkering Barge

A NEW 30,000-barrel, self-propelled barge, the *Golden Owl*, constructed in Beaumont, Tex., at a cost of $1.2 million, was delivered recently to Panama to join two others operated in Panama waters for marine bunkering operations for ships transiting the Canal. The barges are operated by the Golden Eagle Company.

The barges are designed to operate at either end of the Canal and supply fuels and fresh water to ships moving through the waterway. When not busy supplying ships, the barges are used for transporting products from the Panama refinery to terminals in the Canal Zone.

Golden Eagle began marine bunkering operations in Panama in 1968, with two self-propelled barges and marketed approximately 3,813,000 barrels of ship's fuels for an average of 10,447 barrels per day. The third barge will help continue to provide the most modern bunkering service on both sides of the Panama Canal.

(Please see p. 27)

MEDALS TELL THE STORY

MAN'S UNIQUE conquest of nature on the Isthmus of Panama has found expression in medals just as his other proud feats have been symbolized in metallic emblems, coveted as marks of honor, since the days of athletic contests among the early Greeks.

Four times in the 66 years that have elapsed since Americans undertook the colossal task of uniting the oceans have medals been struck with the Panama Canal as the motif. One was an award of recognition; the three others commemorated milestones of progress in the historic enterprise. One of the four honored only a chosen few thousand men and women; one has faded with an aura of mystery; the other two, because of

Roosevelt Medal

their recent dates, are comparatively well known.

In chronological order, they are the Roosevelt Medal, the Panama Canal Completion Medal, the Thatcher Ferry Bridge Dedication Medal, and the Panama Golden Anniversary Medal.

Extensive Research

Capt. Julius Grigore, Jr. (USNR), supervisor of Shipbuilding, Conversion, and Repair, 15th Naval District, and a devoted numismatist, has recently completed extensive research into the history of the medals issued by the Panama Canal from 1904 to 1970. It is the first time this information has been consolidated and, as Captain Grigore himself says, it's fascinating.

The story begins with President Theodore Roosevelt's visit to the Isthmus in 1906. One result of that visit was a presidential executive order of June 23, 1907, authorizing the issuance of a medal to recognize service by American citizens on the Canal project. The medal was awarded to all U.S. citizens who completed at least 2 years of satisfactory continuous service with the Canal construction force, including the Panama Railroad Company, between May 4, 1904, and December 31, 1914. For each additional 2 years of service the holder was awarded a bar.

SS Titanic

Designed by artist F. D. Millet, who perished in the sinking of the SS *Titanic*, the Roosevelt Medal was struck in

Completion Medal

bronze at the United States Mint, Philadelphia, Pa., from dies prepared by Victor D. Brenner of New York City.

An inch and a half in diameter, the medal has on the obverse a reproduction of a three-quarter bust of President Roosevelt, sculptured by Millet, with the inscription around the border: "FOR TWO YEARS CONTINUOUS SERVICE ON THE PANAMA CANAL." On the reverse there is a bird's-eye view of Gaillard Cut, steamers passing between Gold Hill and Contractor's Hill; the now familiar Canal Zone motto "THE LAND DIVIDED, THE WORLD UNITED" inscribed on the horizon; the legend "PRESENTED BY THE PRESIDENT OF THE UNITED STATES" around the border, and on the bottom, the coat of arms of the Republic of Panama and under it the name of the recipient.

The U.S. Congress approved a special appropriation to mint the Roosevelt Medal.

Of the 7,423 emblems struck, 7,391 were issued. The others were kept in reserve as replacements of originals lost by the holders.

"These medals became the highly cherished possession of a dwindling army of old timers or their descendants," the Panama *Star and Herald* reported on July 22, 1941. "Possession of the Roosevelt Medal was an outward and visible sign of the inward and spiritual fortitude requisite to remaining the necessary time in the work of building the Canal."

It was only natural that the actual completion of the waterway should have been commemorated by a medal. This chapter in the story of the Panama Canal medals opens with the transit on August 3, 1914, of the SS *Cristobal* which 12 days later was to make the

Completion Medal—Reverse

first official passage of the waterway. And although on that August 3 the *Cristobal's* transit was entirely unofficial, aboard was the entire issue of 50,000 medals which had been struck to mark the completion of the Canal. They were to be distributed on the official transit to heads of state and other dignitaries of church, science, industry, and labor throughout the world and to members of the press covering the historic crossing.

Heraldic Symbol

This bronze medal, measuring 24 millimeters in diameter, featured a design suggested by Miss Elizabeth Rodman, a relative of Capt. Hugh Rodman (USN), the then superintendent of marine transportation for the Panama Canal. The design depicted a ship passing through the waterway, with the heraldic symbol of Columbia standing at the bow, long

rays emanating from her head and shoulders, and her outstretched arms resting on globes of the Eastern and Western Hemispheres. On a horizontal ribbon connecting the globes was inscribed the legend "OCEANI INTER SE COLOMBIAD CONIUNGUNTER" (Columbia Unites the Oceans). Another ribbon was inscribed "PROSPERITY TO ALL NATIONS." On the reverse, the medal carried the seal of the Canal Zone with the legend "COMMEMORATING THE OPENING OF THE PANAMA CANAL TO THE COMMERCE OF THE WORLD."

In addition, there was a certification in the middle body of the medal: "This medal copyrighted and bearing a serial number is one of 50,000 carried on the vessel making the first passage through the Panama Canal as authenticated in a certificate signed by George W. Goethals, Chief Engineer and Chairman, Isthmian Canal Commission."

According to Captain Grigore: "Today, this bronze medal is quite scarce and it seldom appears in museum or numismatic circles. It is much sought after by many types of collectors. The whereabouts of the dies for this medal remain unknown. Not all of the 50,000 medals struck were distributed, for on March 24, 1920, J. F. Newman Co. of New York wrote the Panama Canal requesting disposition of residual medals which were carried on the first ship through the Canal. What disposition was made is still a subject of great mystery."

Almost 50 years elapsed before the next Panama Canal medal came into being. The occasion was the dedication of the majestic 5,425-foot bridge that spans the Pacific entrance to the Canal. The bridge replaced the Thatcher Ferry which had operated on the site since 1904.

Silver, bronze, and aluminum medals were struck. Officials of the United States and Panama—including the presidents of the two countries—received the silver and bronze medals. The aluminum emblems were distributed among first-day users and local residents as souvenirs.

Sculptured by John R. Terken and struck by the Medallic Art Co. of New York, the silver and bronze medals measure 2½ inches in diameter and feature the bridge in the obverse with the legend "PANAMA CANAL 1962—THATCHER FERRY BRIDGE/LINKING THE AMERICAS. UNIENDO LAS AMERICAS." The reverse is plain. The aluminum medals are an inch smaller and bear the same design, but on the reverse have a map of the Isthmus and portions of Central and South America with the legends "DEDICATED OCTOBER 12, 1962" and "DEDICADO OCTUBRE 12, 1962."

The supply of 500 silver, 1,020 bronze, and 10,000 aluminum medals for the bridge dedication was rapidly depleted. The dies, now in the Canal Zone Library/Museum in Balboa, were defaced by a small engraved line to prevent unauthorized use.

The most recent of the Panama Canal medals marked the 50th anniversary of the waterway. It also was struck in silver and bronze by the Medallic Art Co. of New York. The 300 silver medals, 1¾ inches in diameter, were presented to dignitaries of the United States and Panama, including Presidents Lyndon B. Johnson and Roberto F. Chiari, to Maurice H. Thatcher, last surviving member of the Isthmian Canal Commission, and to each Panama Canal Society in the United States, among others. The 2,000 bronze medals, 2½ inches in diameter, were put on sale in the Canal Zone and were quickly bought out.

The design on the obverse of the Golden Anniversary medal incorporates the four points of the compass and a shield inside of which a ship is shown sailing through Gaillard Cut between Contractor's Hill and Gold Hill.

"The ship is heading north because Contractor's Hill is on its left," Captain Grigore notes. "Actually, in relating the ship's heading with the proper point of the compass on the medal, it should be heading south."

Across the top of the medal is the inscription "THE PANAMA CANAL" and below it "CROSSROADS OF WORLD COMMERCE." The south point of the compass separates the dates 1914 1916 beneath the shield, and lower along the rim is the legend "GOLDEN ANNIVERSARY." On the reverse is the seal of the Canal Zone with the motto "THE LAND DIVIDED—THE WORLD UNITED" inscribed in a ribbon below the shield; inside the shield is a galleon sailing between two points of land.

No additional anniversary medals were struck and the dies were defaced and stored in the vault of the Canal Zone Library/Museum.

Captain Grigore's research has disclosed that the Golden Anniversary medal almost became a United States coin—a commemorative half dollar. The suggestion that the U.S. Treasury mint a commemorative coin for the Canal's 50th anniversary was made by Juan H. Ehrman, a lifetime member of the Isthmian Numismatic Society. But official policy of the U.S. Treasury already was against the minting of commemorative coins. When an alternative plan to strike a national medal had been discussed, time had run out to include it in the U.S. Mint production schedule.

The Panama Canal medals have preserved for posterity, in the creative beauty of metal, some highlights of the history of one of man's greatest engineering accomplishments. But the lasting monument to those who made that feat possible is the Canal itself, still passing ships from one ocean to the other 56 years after its completion.

Bridge Dedication

Golden Anniversary

Anniversary Medal—Reverse

FASTLICH BASEBALL LEAGUE

Mr. Fastlich knew little of baseball, including the proper way to hold a bat, but he went on to sponsor the Fastlich Baseball Teenage League in the Canal Zone. During an opening ceremonies (above) he was honor batter.

By Tomás A. Cupas

HIS GAME was soccer. He didn't know a thing about baseball. But he became the sponsor of the first teenage baseball league in the Canal Zone, and is remembered as such every year when the baseball league bearing his name begins its season.

He was Adalbert Fastlich, a Panama businessman who founded and remained sponsor of the Fastlich Baseball Teenage League from its organization in 1954 until his death in 1961.

Sponsorship of the league is being continued by his widow, Mrs. Dora K. de Fastlich, who says she will continue the sponsorship as long as she lives.

Mr. Fastlich was born in Austria where he learned to play soccer. He served in the Austrian army in World War I and later came to Panama where he established a jewelry and watch business which still exists and bears his name.

In his spare time he tried to help the children in Panama by sponsoring sports and organizing games in the poor areas of the Republic.

Since soccer was his sport, he wanted to sponsor a soccer league in the Canal Zone. He soon found out, however, that baseball was the U.S. national sport and was followed closely in the Canal Zone.

In 1954 he organized the first Fastlich Teenage Baseball League. He paid for the uniforms, equipment, and provided prizes for the winners. The teams have such names as Conejos (Rabbits), Palomas (Pigeons), Pericos (Parakeets), Pumas, Ocelots, and Macaws.

The league is for boys from the ages of 13 to 15. Since it was organized, more than 1,000 baseball-minded youngsters have participated in the games. The league serves mainly as a bridge between the Little League and the high school age teams.

The first president of the Fastlich league was John Winklosky and the present one is George I. Stanley, general foreman, mechanic, in the U.S. Army Maintenance Management. Team directors are volunteers who devote most of their afternoons after work to the young baseball players.

Mrs. Fastlich, who sponsors other leagues and various sports in Panama especially in the poorer areas, was present when the parents in the Canal Zone and former players on the league teams erected a plaque in memory of the late Mr. Fastlich.

The plaque carries the inscription "Dedicated to the Memory of Adalbert Fastlich Benefactor of Canal Zone Teenage Baseball."

There was an honor guard from the Balboa High School ROTC and among the officials attending the ceremony was then Governor W. A. Carter.

The Conejos team was last season's winner of the Fastlich league. Standing from left are: Richard Figueroa, Doug Nesbitt, coach Jimmy Givens, John Givens, Richie Alexander, Armando Navarro, Chuck Ruth, Kevin O'Connor, Archie McDaniels, Frank Lee, Beady Hendricks, and manager Sam Catlett. Kneeling from left: Mac Arroyo, Roger Rios, Leon Catlett, and John Alexander.

Mrs. Dora K. de Fastlich unveils the monument dedicated to her late husband Adalbert Fastlich, during the opening of the 1962 baseball season. Former Governor W. A. Carter is at right. From left are: Mickey Kiernan, then league president; and Mrs. Rosalinda F. de Núñez, daughter of Mr. and Mrs. Fastlich.

In December, the teams will meet for the 16th season of the baseball league.

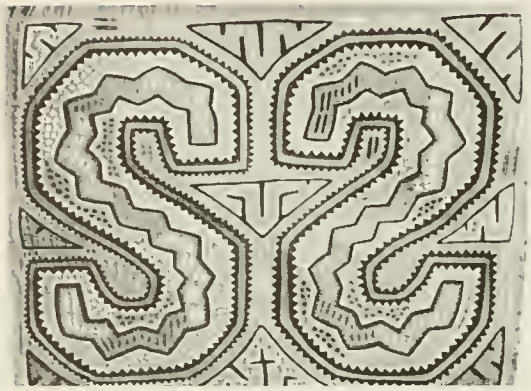
The Fastlich league has produced many fine teams and many boys have continued playing baseball in colleges and professional leagues. Fastlich teams have had outstanding success in winning post-season games with champions of other teenage leagues in the Canal Zone. In fact, they have never lost a post-season series.

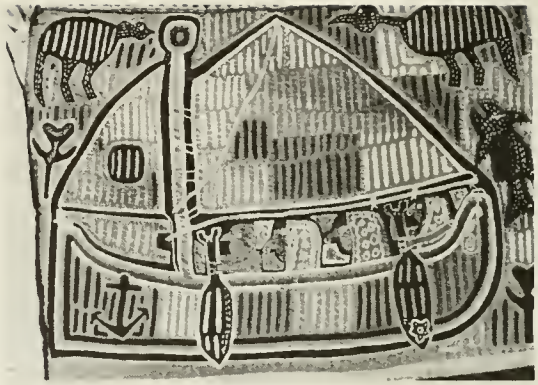
Probably the highest honor ever achieved by a local Canal Zone team was in 1958, when a team composed of Fastlich players won the Veterans of Foreign Wars teenage baseball championship in Hershey, Pa. This team was managed by Moisés de la Peña, now retired from the Postal Division.

While competition is always keen among the teams, the league officials have always endeavored to run the league in accordance with the ideals set down by Mr. and Mrs. Fastlich. Boys are encounraged to play hard and to the best of their ability, but good sportsmanship and fairplay are always uppermost. Louis Scigliani, a civilian employee for the Army, has been official umpire for the past 10 years.

Trophies are presented at the end of each season at a dinner given by league officials and parents.

ALL ABOUT





THE MOLA

By Georgia Corin

FOR THE CUNA Indians of the San Blas, 1970 may be the "Year of the Mola."

The diminutive Cuna women, shy when it comes to displaying themselves in their colorful costumes, become aggressive hawkers of their cloth molas, which are the most sought after tourist item in Panama.

The rectangular, intricately designed panels are worn by the Indian women, young and old alike, but the North Americans who sometimes seem to overflow the small Cuna communities on buying sprees have other ideas. They have taken to framing them for wall hangings, for dressmaking, pillow covers, curtains, hats, head scarfs, bikinis, place mats, clothing patches, and in the Canal Zone the newest fad among teenagers is to put them on T-shirts and jackets.

The market for molas has reached fantastic proportions and the commercial demand for them in the United States cannot be met. Orders for thousands are received by local wholesalers, but only hundreds at a time can be supplied. On the islands most visited by tourists the Indian women spend all of their spare time hand sewing the molas although sewing machines have come into use on a few islands.

The design and workmanship of the unique needlework panels have changed from generation to generation during their approximate 100-year history. Among the molas currently being made, however, there is a tendency to reproduce many of the styles and techniques of the past.

Much Conjecture

Although there is no documented evidence concerning the details of the origin of the mola there is much conjecture. The literature on the Cuna Indian abounds with all phases of their culture and frequently describes in general terms what the Indians were wearing throughout various stages in history.

It is known that the Cuna Indians practiced the art of body painting during the 16th and 17th centuries. The women were in charge of the painting so it follows that they were to become the "artists" of the society. Using a wooden stick gnawed at the end to the softness of a brush and working with pigments of brilliant colors made from berries and clays, they covered their entire bodies with designs. It is easy to imagine that their abstractions of plant and animal forms had much of the same linear quality that we find in the mola designs of today.

While the men of this period enjoyed comparative nakedness, the women had a tradition of modesty. Cotton was cultivated and a homespun-type of cloth was woven for clothing. The women of the 17th century were described as wearing skirt-like garments that were tied behind, but no upper garments. The skirts were made of handwoven cotton or occasionally of old clothes obtained through trading.

One explorer in the 1680's reported the women as wearing cotton clothing "curiously embroidered," but since this period preceded the arrival of commercial needles and thread, and the Cuna Indians did not weave or inlay designs in their cloth, one could theorize that the garments were handpainted in a technique somewhat related to body painting.

Nakedness

There is little information available on the Cuna dress for the years between 1700 and 1850. But a trend away from nakedness had definitely begun by 1700, and by 1850 the women were reported as wearing handpainted, wraparound skirts which were worn under knee-length blouses, usually dark blue and decorated with a band of red at the bottom.

The women still engaged in weaving at this time but they took much more

delight in being able to secure pieces of fabric or old clothes, usually of gaudy colors, from passing traders and preferred to use these since they represented such prized articles.

Trading Ships

A generation or so prior to the close of the 19th century the ingredients of the mola which we know today were the geometric designs and the different colors of cloth. What remained was the integration of these elements. In this case, opportunity was the mother of invention. With the coming of the high-powered looms and the development of color-fast chemical dyes in Europe, factory-woven cloth in a variety of bright colors and prints soon found its way via trading ships to the San Blas Islands.

As the traders brought in more colorful cloth the women began to decorate the hems of their basic blue and red tunics with simple applique. Needles, thread, and scissors also were easily procured items from the trading ships of the late 1800's. The particularly intricate Cuna "applique" technique itself appears to have been an indigenous development. Actually, the term "applique" is not technically accurate in this case. The term "cut work stitchery" would be more descriptive, for the Cuna method began by cutting slots and outlines of figures in the top layer of cloth, turning under the edges and allowing the color of the cloth underneath to show through. It is only applique in the sense that layers of cloth with designs cut into them are "applied' to a bottom layer.

New Art Form

The women, apparently carried away with their new art form, gradually widened the decorated hem until by the early 1900's it included the whole area below the armpits. The yoke and sleeves were usually white, although one finds in early photographs that a completely incongruous printed fabric was often used to "top" the artistic needlework, a practice which continues to this day.

It was during this time that a blue, factorywoven cloth suitable for wrap-around skirts became available and fashionable, and so the blouse was shortened to hip length in order that the skirt could show. Skirt styles have not changed basically since.

The cutwork panels which formed the back and front of the early blouses were usually of two or three layers of cloth. Red, orange, and black became the favorite basic color choices. The designs were most frequently geometric, continuous-line compositions with about an equal distribution of background and foreground colors. When figures did appear they were highly stylized and abstract.

This same style of the early 1900's is still being produced today.

As the mola grew in size, it also grew in complexity. The brilliantly colored cloth of good quality that was available had the same effect on the women of San Blas as a large box of crayons has on a small child.

By the 1920's the Cuna women were known to have one of the most striking costumes among the indigenous people of the Americas. No visitor failed to report the colorful apparel and he usually tried, with success, to obtain an example of this remarkable folk art.

Hardy Visitors

Visitors were few and hardy in those days, usually limited to scientists, Panama Canal employees, and adventurous tourists. But the mola of this period was relatively crude compared to what it would become in the next generation. The parallel spaces in the cutwork was often ½ to 1 inch wide and in some of the photographs taken prior to 1930 one can even see evidence of the stitches.

The unique geographical location occupied by the San Blas Archipelago, located off the Caribbean shore of eastern Panama, is no doubt responsible for the Cuna having a longer history of contact with Europeans than any other Indian group of the Americas.

Beginning with Columbus, who in 1501 gave the San Blas Islands their name, there has been an unending stream of explorers, exploiters, buccaneers, would-be settlers, surveyors for the railroad, builders of the Canal, missionaries, U.S. military forces, scientists, and tourists. And yet, from earliest recorded times, the Cunas have resisted integration with other groups and have

The author holds a "bird" mola blouse with a background of appliqued triangles.

managed to retain their own integrity.

The increased exposure to other cultures, however, did have the effect of creating new inspiration for mola designs. Any subject was fair game for translation into their unique visual vernaeular. In 1938, the islands were opened for day tourists and it was not long afterward that the mola became an elaborate masterpiece of four or five layers of cloth and as many colors.

Wide Repertoire

From the 1950's to the present, the wide repertoire of subject matter included such nonindigenous items as product labels, magazine pictures, calendar art, pictures from children's storybooks, Christian iconography (following the arrival of missionaries), and illustrations of current events, as well as interpretations of their own folklores and scenes from everyday life. These professional-primitives had reached the epitome of fusing originality with borrowed ideas.

Add to this an ever increasing supply of materials and a growing enthusiastic market of tourists, private collectors, interior decorators, fashion designers, gift shop owners, and museums and the results could be termed the heyday of the molas. *(Please see p. 24)*

Two Cuna women with molas to sell pose with Canal Zone Governor W. P. Leber while he was visiting the San Blas Islands.

(Continued from p. 23)

With so many hands busy sewing molas to meet these demands the question of quality arises. Are all molas works of art? Probably not. In a primitive society, native crafts are originally made for utilitarian purposes, whether ceremonial or practical. Art is not a profession as it is in Western civilization but a social duty. When everyone not only can but must produce, it follows that the clumsier hands are going to produce inferior work.

Anybody's Guess

Recently, the mola has experienced a further lessening of quality due to a speeding up of the length of time spent on sewing each panel. It is estimated that the average panel takes from 4 to 6 weeks to complete. How much of this time is spent in actual sewing hours, however, is anybody's guess. The women spend every free moment sewing and they usually have several pieces of needlework going at one time.

But despite the fact that for a while it looked as though there would be enough of these brilliant panels to cover the earth, at the rate that molas are leaving the islands the supply will eventually diminish. And although a few of the very complex and good quality molas are still being made, it is at an ever decreasing rate. There are still some old but good ones to be found but this supply is also on the wane, and once they are gone—like the Old Masters, they will never be replaced.

The time spent, the care taken, and the quality of materials used all combine to make the mola an outstanding achievement among folk art today. There is such a tremendous variety on the market that the prospective buyer could easily become confused. Here are a few guidelines.

First, styles may vary from very simple, two-layer designs to the ultimate in complexity with four or five layers of cloth and intricately embroidered detail. So, examine the mola for number of layers of cloth.

A Clue

Second, notice the quality of fabric used. If you can, try to determine if it has been worn and washed. This would give you a clue to its durability. There are some very old molas which were made with quality cotton and have survived countless washings and wear with little or no fading. But thin and even synthetic material is often found in the molas currently being produced.

Third, examine the width and evenness of the lines and spaces The more carefully sewn molas may have spaces no wider than ⅛ inch. And there was a time when a good mola was one that had no space greater than one ¼ inch without some work on it. In addition, good stitching does not show on the top layer, only on the bottom.

Fourth, besides the more frequently seen "slot" technique used for filling in background areas, there are other more time-consuming techniques. These include filling large areas with tiny dots, a modified Greek-key motif, and surrounding the edges of figures with a saw-tooth pattern or one that resembles tiny gears, to mention a few.

Fifth, color and subject are largely a matter of personal taste. There are those collectors who find the subtle tones of the old, closely keyed panels highly desirable. On the other hand, some prefer the ones made with vibrating and bright colors. Also, clashing colors are often used to achieve striking effects. As far as subject matter goes, the variety is infinite and whether you prefer an Adam and Eve wearing top hats, a portrait of a famous person such as General MacArthur, or perhaps an amazing reproduction of a sardine can label, is entirely up to you.

Prices

Prices on the San Blas Islands begin at $2.50 for a very ordinary mola panel. A whole blouse, right out of a Cuna woman's wardrobe, can usually be purchased for from $5 to less than $10. In Panama City and Colon, prices begin at around $5 a panel and increase according to quality.

Collectors' items begin at approximately $25 and sometimes reach $100. In the United States it is difficult to find any of the San Blas needlework for less than $10. The panels are frequently sold framed which increases the price considerably. In a May issue of the New Yorker magazine, an article describing a new gift shop stated that mola wall hangings sold at $40 to $45 each, and mounted on a 20 x 24-inch piece of Formica, $75.

There are many theories regarding what the future of the San Blas Cuna Indians of Panama might be. Their reluctance to join the 20th century may preserve them and their art. And, perhaps, these Indians, with their fantastic imaginations, marvelous innate sense of design and color, and their skill, will continue sewing in spite of creeping civilization.

Mrs. Corin has taught art in the Canal Zone and recently completed her master of arts thesis in art education on the mola.

Molas Sought By Museums

THE MOLA achieved art status when Dr. Louis Hoover, head of Illinois State University Art Department, decided to devote the remainder of his life to helping the Cuna artists. Dr. Hoover first collected more than a thousand quality molas from all the areas of the San Blas. These molas formed a background or research group for study, classification, and development of nomenclature. After many trips into the Cuna country and long talks with the tribal leaders it was possible to begin to understand the stories being told by the molas.

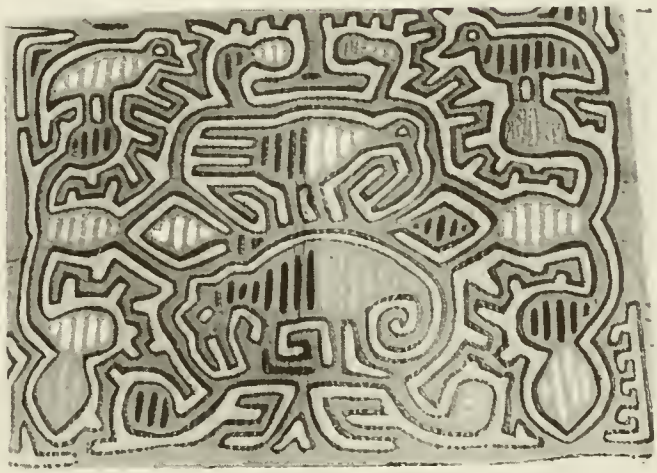
In December 1968, the Hoover Collection was unveiled for the art world. The Center for Inter-American Relations in New York held an exhibit and turned all its facilities over to the collection and printed an extensive catalog. The exhibit next opened at the Pan American Union in Washington, D.C. where the Ambassador of Panama held a formal reception attended by President Nixon.

Following these beginnings the collection has been sought by museums and galleries all over the United States and Canada. Molas as art are now accepted and as a result higher quality molas are being avidly sought. This should lead to the ultimate realization that a mola as a tourist souvenir and as an art object are two separate entities.

The Hoover collection has made it possible for anthropologists and sociologists to study the "writings" of the Cuna in great detail. One mola in the Hoover collection is identical to a third millineum Mesopotamian drawing. Recent indications are that designs such as this were transmitted down through the ages by grass weavings until the molas offered a better medium.

W. D. Barton, Islandia.

This is an example of a continuous-line composition frequently seen in early molas.



The yoke and sleeves of printed fabric contrast sharply with the intricate needlework panel.

ANNIVERSARIES

(On the basis of total Federal Service)

TRANSPORTATION AND TERMINALS BUREAU

Joseph E. Ramsay
Supervisory Cargo Checking Assistant
Granville Haynes
Clerk

SUPPLY AND COMMUNITY SERVICES BUREAU

Albert A. Roach
Supervisory Sales Store Clerk
Juan A. Espinosa
Utility Worker
Toribio E. Martin
Supervisory Storage Management Assistant

ENGINEERING AND CONSTRUCTION BUREAU

William G. Millett
Oiler (Floating Plant)
Jeremiah A. Grant
Oiler (Floating Plant-Boom)
Theodore C. Henter
Supervisory Hydrologist
Christopher Sealey
Lead Foreman (Hyacinth and Debris Control)

CIVIL AFFAIRS BUREAU

Spencer S. Josephs
High School Teacher—L. A. Schools

OFFICE OF THE GOVERNOR-PRESIDENT

R. Trendon Vestal
Management Analyst
Louis J. Poletti
Visa Examiner

OFFICE OF THE COMPTROLLER

Ethel K. Askew
Accounting Assistant
Elsie N. Smith
Supervisory Operating Accountant
Mathias Regist
Clerk
Adolphus Bushell
Bookkeeping Machine Operator
Louis Emanuel
Bookkeeping Machine Operator
Louis C. Caldwell
Accounting Assistant (Steamship Clearances)
Robert F. Roche
Supervisory General Claims Examiner
Clarence E. Notyce
Accounting Technician
Oliver L. Riesch
Budget Officer
Thomas E. Spencer
Supervisory General Claims Examiner

PERSONNEL BUREAU

George V. Daniels
Personnel Staffing and Employee Relations Specialist
Edmund L. Toppin
Information Receptionist

ADMINISTRATIVE SERVICES DIVISION

Beatrice E. Lee
Supervisory Transportation Assistant
Thelma E. Watson
Bindery Worker

MARINE BUREAU

Lionel Ashby
Launch Dispatcher
Marcos F. Rueda
Leader Painter
Andrés Cárdenas
Helper Pipefitter
Eustace G. Mathews
Carpenter (Marine)
Marcos Bracamaya M.
Helper Lock Operator
Wilfred West
Motor Launch Operator
Máximo López
Boatman (Locks)
Nicolás Lanas
Boatman (Locks)
Juan Rodríguez B.
Boatman (Locks)
Joaquín Montoto
Linehandler (Deckhand)
Eleuterio Sánchez
Linehandler
William N. Arthur
Signalman
Prince A. Bowen
Motor Launch Operator
Robert A. Lord
Clerk
Grenvill G. Cooper
Time and Leave Clerk
John T. O'Donnell, Jr.
Machinist (Marine)
Owen E. Christopher
Leader Painter (Maintenance)
Howard N. Golden
Lock Operator (Operating Engineer—Hoisting Equipment)
Felipe Mendoza
Helper Lock Operator
Cirilo Timana
Helper Lock Operator
Juan C. Sing
Helper Lock Operator
Gerald Anderson
Helper Lock Operator
Harry Van Loon
Towing Locomotive Operator (Locks)
Sinico Hall
Bridge Crane Operator
Andrew F. Codrington
Bridge Crane Operator
Lloyd G. Thornhill
Seaman (Launch)
Gregorio Barría
Seaman
Anatolio Anderson
Oiler (Floating Plant)
Carlos F. Cuthbert
Oiler (Floating Plant)
Edwin Lawrence
Leader Linehandler (Deckhand Boatswain)
Alfred A. Stewart
Linehandler (Deckhand)
Jacinto Castro
Linehandler
Daniel Blake
Stockman
Leopold O. Marshall
Preservation Mechanic
Reginald D. Burton
Linehandler (Deckhand)
Moisés Ortiz
Linehandler (Deckhand)
George W. Porter
Leader Seaman
Vertick Guerrero
Leader Seaman
Basil C. Edwards
Seaman
Joseph Rogers
Boatman (Locks)
Justo Valencia
Boatman (Locks)
Román Mendieta
Motor Launch Operator
Coldridge T. St. Hill
Lead Foreman Operations Lock Wall
Joseph H. Young
General Foreman, Locks Operations (Mechanical)
Sidney Brandford
Marine Traffic Clerk
Fermin A. Reid
Time and Leave Clerk
Haten C. Springer
Time and Leave Clerk
Rayburn L. Brians
Admeasurer
Henry J. Wallace
Helper Machinist (Marine)
Antonio Roberts
Furnaceman
Kenneth L. Bailey
General Foreman Boatbuilder

TRANSPORTATION AND TERMINALS

Rafael A. Vaughn
Boiler Tender (High Pressure)
B. A. Caballero
Leader, High Lift Truck Operator
James Moore
Helper (General)
Whinston D. Jones
Truck Driver
Tomás Guardia E.
Truck Driver (Heavy)
Hipólito Sanjur D.
Truck Driver (Heavy)
Brandford Doyle
Truck Driver (Heavy Trailer)
Martin L. Grenald
Guard
Clifford E. Bovell
Glazier
Noel J. Morgan
Stevedore
Charles G. Warren
Stevedore
Albert A. Johnson
Maintenanceman (Rope and Wire Cable)
Charles G. Brown
Carpenter
John F. Lawrence
Liquid Fuels Dispatcher
Manuel S. Aparicio
Liquids Fuels Valve Manifold Operator
George L. Campbell
School Bus Driver
Ralph H. Austin
Leader Linehandler
L. Leroy Barfield
Train Dispatcher
Reynold A. Licorish
Truck Driver
Rasil I. Nelson
Accounting Clerk
Valdan Bernard
Stevedore
Francisco Cedeño
Stevedore
Leopold T. Douglas
Maintenanceman (Docks)

SUPPLY AND COMMUNITY SERVICE BUREAU

Ivan R. Evering
Merchandise Management Specialist (Housewares)
Jackson J. Pearce
Housing Project Manager
Mary H. Foster
Supervisory General Supply Specialist
Doris M. Brown
Tailor (Alterations)
Apolonio Camarena
High Lift Truck Operator
Ivy A. Sisnett
Stockman
Herbert E. E. St. Rose
Leader Stockman
William A. Whittaker
Leader Marker and Sorter
Hilda F. Harriman
Presser (Garment)
James Scott
Assistant Baker
Ethlin J. Alston
Food Service Worker
Marie A. Brownie
Sales Store Clerk
Cynthia K. de Mullins
Sales Store Clerk
Millicent E. Adams
Sales Store Checker
Isodora O. Green
Sales Store Checker
Hyacinth C. Gayle
Tailor (Alterations)
Charles E. Small
Laborer (Cleaner)

Juan Valdés
Garbage Collector
Seward P. Cargill
Crane Hookman
Leon H. Taitt
Truck Driver
Joseph C. Hill
Meat Cutter
C. E. Scantlebury
Clerk (Checker)
Leon V. Deterville
Accounting Clerk
Charles A. Russell
Budget Analyst
Idalin Cooper
Sales Store Clerk
Muriel Pennycook
Sales Store Clerk
May C. Ennis
Sales Store Checker
Cecil A. Payne
Laborer (Heavy)
Clarence V. Markland
Melter (Scrap)
Henry W. R. Headley
Milk Plant Worker
Harry M. Savage
Leader, Warehousing and Shipping
Carmen A. Bayne
Warehouseman (Cold Storage)
Ulric S. Moore
Stockman
Inez M. Armstrong
Leader, Marker and Sorter
Darnley Yearwood
Assistant Baker
Ignatius C. Inglis
Waiter
Mavis A. Roper
Meat Wrapper
Pedro A. Castillo
Utility Worker
Suanne Coq
Pantrywoman
Herm S. Nolan
Waiter
Manuel A. Contreras
Stockman
Vicente R. Soley
Warehouseman
Napoleon Forbes
Warehouseman
Cleveland Williams
Warehouseman
Ewart V. Howell
Service Station Operator
Fernando A. Yip
Scrap Materials Sorter
Alfonso Rodríguez U.
Grounds Maintenance Equipment Operator
Alejo Rodríguz M.
Grounds Maintenance Equipment Operator
Daniel Sánchez F.
Grounds Maintenance Equipment Operator
Frederick F. Szymanski
Supervisory Distribution Facilities Specialist
Lucy A. Constable
Sales Store Clerk
Eleonora C. Carrington
Sales Store Checker
Arnold J. Buchanan
Leader Laborer (Heavy)
Errol Kirton
Laborer (Cleaner)
Denis Debranche
Laborer (Cleaner)

ENGINEERING AND CONSTRUCTION BUREAU

Marciano Egues
Surveying Aid
Joseph A. Harvey
Helper Electrician
Stanley G. Nicholson
Helper Electrician
Joaquín López A.
Helper Electrician (Lineman)
Policarpo Hernández
Electrician (Lineman)
Julio Alveo
Electrician (Lineman)
Rudolph Davey
Maintenanceman (Distribution Systems)
Henry G. Danzic
Helper Electrician (Power Plant)
Robert James
Winchman
Arturo G. López
Carpenter
Frank Stewart
Maintenanceman
James B. Ingram
Leader Seaman
Adán Véliz
Leader Seaman
Noel A. Dunn
Learner Oiler (Floating Plant)
Miguel A. Reyes
Oiler (Floating Plant)
Arden N. Greaves
Helper (General)
Lennard W. McBean
Maintenanceman (Distribution Systems)
Manuel H. Vence
Pipefitter (Maintenance)
Eulalio Romero
Helper (Refrigeration and Air Conditioning Mechanic)
Eduviges Ardines
Helper Machinist (Maintenance)
Ulpiano Ríos
Helper Machinist (Maintenance)
Lorenzo Deer
Boiler Tender
Conrad R. Wade
Chauffeur
Patricio Perea
Seaman
Sydney A. Smith
Seaman
Samuel Alfred
Oiler (Floating Plant)
Auswal H. Edward
Surveying Aid
John H. Foster
Lead Foreman Electronics Mechanic
George Lewis
Maintenanceman (Distribution Systems)
Henry N. Murrell
Laborer (Highway Maintenance)
Norberto Herrera L.
Leader Laborer (Heavy)
Dámaso Jiménez
Pipelayer
Phra A. Ashby
Lead Foreman (General Hospital Maintenance)
Maurice E. Grandison
Truck Driver
Joseph B. Stennett
Seaman
Henry Morris
Seaman
Victor M. Hamblin
Seaman
José S. de la Cruz
Seaman
B. M. Parmentier
Foreman (Marine Equipment and Facilities Repair)
Ernesto Rodríguez
Oiler (Floating Plant)
Thomas B. Rainey
Operator, Craneboat
Norman C. Anderson
Supervisor, Mechanical Power Station
Robert T. Geddes
Water System Operator
Arthur C. Hubert
Oiler
John C. Thompson
Lead Foreman, Barge Maintenance
Rupert Hamilton
Surveying Aid
Alfred Griffith
Surveying Aid
Harold J. Million
Supervisory Hydrologist
Hubert M. Evans
Helper, Armature Winder
Clyde U. Chaplin
Laborer (Highway Maintenance)
Charles R. Corbin
Cement Finisher
John Williams
Hot Water Tank Repairman
Humberto Torres A.
Pipelayer

CIVIL AFFAIRS BUREAU

Maurice E. Muller
Police Private
Dale R. Meriwether
Customs Inspector
Carmen A. Butcher
Teacher, Junior High, L. A. Schools
Ashton A. Brown
Dressing Room Attendant
Albert E. Greene
Supervisory Customs Inspector
Ronald M. Brome
Police Technician II
Ernel P. A. Regist
Guard (Correctional)
Julia J. Adams
Counselor, L. A. Schools

HEALTH BUREAU

Fred L. Workman
Hospital Housekeeping Officer
Clyde D. Bailey
Hospital Attendant
James S. Yard
Medical Aid (Ambulances)
C. D. Cumberbatch
Clerk
Edward Sealey F.
Clinic Clerk
Eulalio Sosa
Animal Caretaker
Catherine J. Mitchusson
Clinical Nurse
Mildred A. Byrd
Medical Record Librarian

(Continued from p. 17)

Chinese Cruise Ships

PEOPLE WITH LOTS of time and a taste for the exotic can take a world cruise aboard any one of four oriental luxury passenger liners. They take 4½ months to travel around the world by way of Brazil, South Africa, ports in the Far East, the U.S. west coast, and the Panama Canal. The ships were purchased by the Orient Overseas Line and rebuilt into one-class passenger vessels catering to retired senior citizens.

The *Oriental Carnaval*, that came through the Canal in April on her maiden voyage, is the former New Zealand Shipping Company's *Rangitoto*. She has accommodations for 350 passengers and, typical of her unusual itinerary, spends 3 or more days at most of 20 ports around the world. The ship combines the best of the East and West in cuisine, service, and art. Her appointments include tiled swimming pool, theater, sauna baths, and gymnasium. Each of the 176 staterooms has a private tub and/or shower and the liner is fully air-conditioned.

Other ships placed on this run recently are the *Oriental Esmeralda* which is the former New Zealand liner *Rangitane;* the *Oriental Rio*, the former *Ruahine;* and the *Oriental Amiga*, the former Holland American Liner *Dynteldyke*.

Wilford and McKay are agents at the Canal for the Orient Overseas Line which started a new independent express service from the United States east coast ports direct to Japan and Korea at the end of June. The first ship on this service was the MV *Hong Kong Merchant*.

Culinary Capers

By Fannie P. Hernández

GLEAMING CLEAVERS, a heavy one for chopping bones, and a lighter one for chopping meat and vegetables, hold a prominent place in every Chinese kitchen. The cook using these menacing looking tools for cutting up ingredients into cubes, slices, shreds, or into the finest bits with skill and a high sense of dignity, is not only preparing a meal, he is happily performing an art.

He is also dispensing with the need for the dinner knife which never appears at a Chinese dinner table. The food is cut up into bite-size morsels during preparation. The multi-purpose cleaver, usually made of steel and sharp as a razor, also is used to pound, scoop, crush, scale fish, and to carry the raw food from the chopping block to the cooking pot.

Chinese cooking, the cuisine of the world's oldest continuing civilization, and the joy of dining have been given great significance through the centuries. The subject of food was treated with respect as long ago as 2000 B.C. when a Chinese philosopher is said to have written an account on cooking.

Confucius

A number of Confucius's ideas have to do with food and eating and early Chinese literature included cookbooks as far back as the 11th century. Food has always been a topic of conversation and a matter of discussion in the Chinese home and still is today.

According to the Chinese, food is not only necessary to give nourishment to the body and as a means of satisfying the palate, but also a source of enjoyment to the one cooking it as well as the diner.

To understand this attitude of respect for food, one must realize that hardships and hunger have always been a part of Chinese life. The mere thought of its lack has created a profound feeling for food.

Fascinating, highly diverse, and seemingly complex, Chinese cooking is the product of centuries of culinary experience of a people who have lived their own way of life, often facing famine and the ever-present shortage of fuel. It was customary to heat rooms in cold weather by burning a little charcoal in a small pot. To double the usefulness of the heat, it was common to set a pot of soup or broth over it and cook small pieces of food.

Compelled to use their imagination, ingenuity, and economy in preparing meals, the Chinese have fussed over food so long that their plainest cooking has evolved into a cuisine with a unique flavor rivaling French cooking in its subtlety.

Each Province

Because of the vast expanse of China and inadequate transportation facilities, each province developed its own cuisine using local products as well as foods common to all sectors.

Expertise in blending ingredients native to each locality has resulted in four major schools of Chinese cooking: Mandarin or Peking, Canton, Shanghai, and Szechwan. The different schools have in common the use of soya sauce, bamboo shoots, mushrooms, water chestnuts, and other vegetables. They use the same principle of cooking such as the stir-fry method and cook with the same fat: peanut oil and chicken or pork fat. Butter, cheese, cream, milk and other dairy products are not used in Chinese cooking. Pork suet is used for pastry making.

Centuries Ago

Very little water or none at all is used and the majority of dishes require a maximum of preliminary preparation and a minimum of fuel and cooking time.

In contrast to western cooking, vegetables predominate over meat in most dishes. Pork, duck, and chicken are the

Flashing smiles, quick hands, and a wide variety of Oriental foods make shopping at Chinese groceries in Panama City a unique pleasure. At the carryout section of the Yet Loy Kee Oriental Restaurant, on Salsipuedes, Mrs. Irene (Chan) Gerdes chats with Juan Siu who is dipping into a glass jar of dried squid. Mrs. Gerdes supplied the recipes on pages 29 and 30.

preferred meats of the Chinese but they also eat beef, lamb, and mutton.

In addition to the versatile cleaver and chopping block, cooking vessels and utensils are much as they were centuries ago. Several sizes of woks, the convex-bottomed pan, and a steamer are always found in Chinese kitchens. The wok may be compared to the Panamanian paila, which permits food to be cooked on the sides of the pan as well as the bottom. Lighter utensils include slotted spoons and wooden chopsticks for stirring.

Best Chefs

Since the Imperial Palace was for centuries in Peking, the capital of China, the best chefs and highest quality food were found in this area.

Although Chinese cooking is characterized by a generous use of rice, wheat is the staple food of northern China. The majority of recipes from the Peking area call for wheat and not rice. The world famous Peking duck and the best sweet-and-sour dishes come from this sector known for its subtle and delicately flavored dishes. Garlic and scallions are common condiments in this area.

Rice replaces wheat in the coastal areas around Shanghai. The use of soya sauce and sugar is more prevalent and gravy and salty dishes are more popular. The abundance of fish and seafood from the many rivers and the sea make for excellent fish dishes. The well-known bird's nest soup is from here.

Cantonese cooking in the southern part of China has a varied cuisine. This is the Chinese cooking that most westerners know. Most of the Chinese chooking found in Panama had its origins in the Canton area. Cooks use very highly concentrated chicken bouillon, nuts, mushrooms and less soya sauce. The popular egg-roll, shark fin soup, egg foo young, and steamed dumplings are from here.

Southwest China

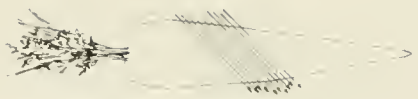
The Szechwan school of cooking in the southwestern part of China is noted for its use of hot pepper, making it comparable to Mexican style cooking. Ham from this region is the best in the country. (The world's best natural bristle is plucked from the backs of Szechwan hogs.) The use of the hot-pepper flavoring is now popular in the Taiwan cuisine.

Here are a few recipes for Chinese dishes. Ingredients are readily available in Chinese markets and shops in Panama City for these simple recipes.

Sweet-and-Sour Pork

1-lb. lean pork
1 egg, slightly beaten
1 tsp. salt
¼ cup cornstarch
¼ cup flour
¼ cup chicken broth
2 cups peanut oil
2 cloves garlic, mashed
1 green pepper cut in strips
1 carrot cut diagonally into thin slices
½ cup chicken broth
4 tbsp. sugar
4 tbsp. red wine vinegar
1 tbsp. cornstarch dissolved in 3 tbsp. water

Cut pork into 1-inch cubes. Mix together the egg, ¼ cup cornstarch, ¼ cup flour, ¼ cup chicken broth and salt. Add pork pieces to egg and flour mixture and stir until each cube is well coated. Heat oil in a wok or paila until hot but not smoking. Put pieces of pork, one by one, into the oil and cook for about 5 minutes until crisp. Remove pork with a slotted spoon and place in a baking dish. Keep warm in oven set at 250 degrees.

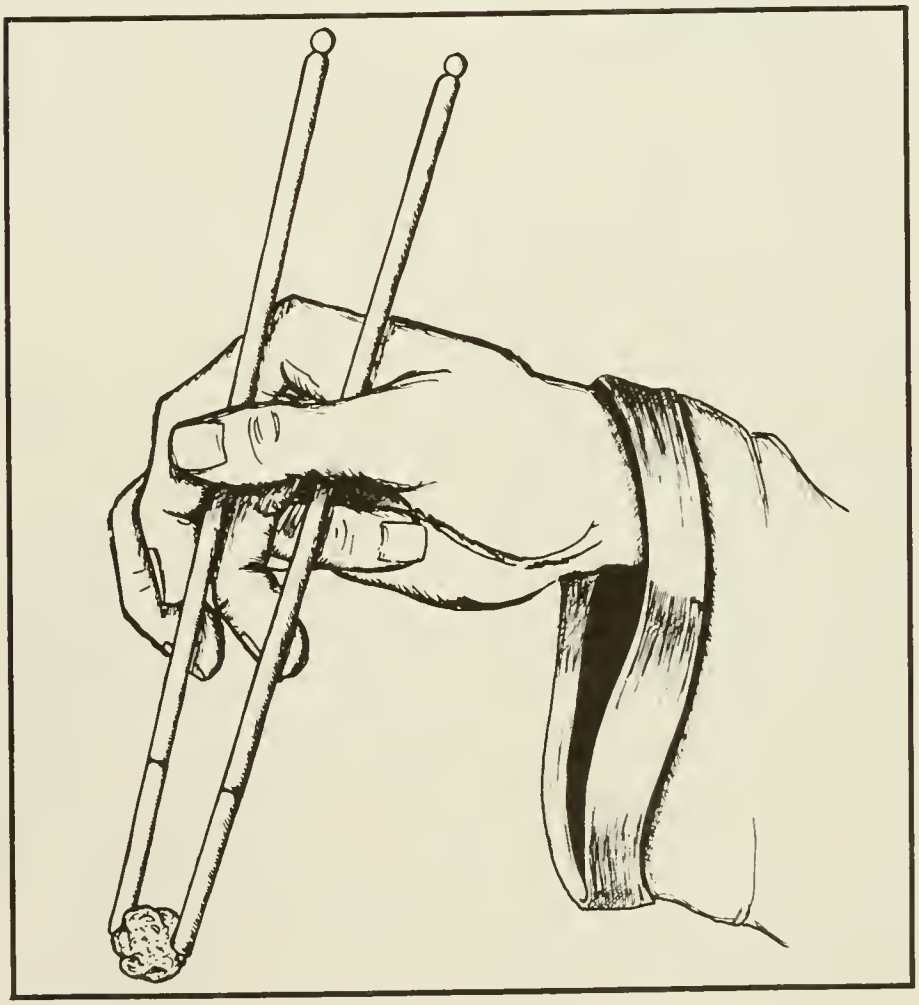


The Chinese way to slice a carrot.

For the sauce, pour 1 tbs. oil in a skillet and heat until it barely begins to smoke. Add the green pepper, garlic and carrot and stir for about 3 minutes being careful not to burn. Pour in chicken broth, sugar, vinegar, and soya sauce. Boil 1 minute. Lower to a simmer and add cornstarch mixture. Cook a few minutes longer, stirring constantly. When sauce is thick and clear, pour over pork and serve. Serves two to three.

Dessert is not served as part of a Chinese meal. China does not have a wide-spread dairy industry and dairy products required for desserts are sometimes rare. Pastries and sweets are, however, served at holiday festivities and at social affairs.

A light delicate dessert particularly suitable for the tropics is Almond Float.



Almond Float

2 pkgs. unflavored gelatin
½ cup cold water
1 tbsp. almond extract
3 tbsp. or more of sugar (according to taste)
1¾ cups milk
1 1-lb. can lichee fruit, chilled
1 6½-oz. can mandarin oranges, chilled
(or other canned fruit such as fruit cocktail, pears, peaches)

Sprinkle the gelatin in ½ cup cold water to soften for 5 minutes. Add 1 cup boiling water and mix thoroughly. Combine the milk, sugar, and almond extract with the diluted gelatin and blend. Pour the mixture into a 7½ by 10-inch flat pan. It should be enough liquid to gel into about a 1½-inch thick gelatin. Chill for about ¾-hours and then cut into small shapped pieces. Pour the canned fruits and their syrup over the almond float and serve. Serves three to four.

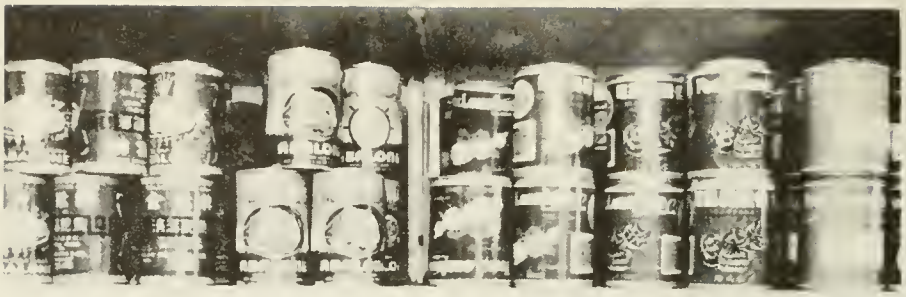
Braised Fish

1 corbina (1½-lbs.) cleaned, whole
2 slices fresh ginger root, cut in strings
½ tsp. sugar
1 tbsp. soya sauce
1 tbsp. dry sherry
2 or 3 scallions, chopped fine
salt, pepper, salad oil, cornstarch

Combine ginger root, sugar, soya sauce, and wine and add enough water or stock to make ½ eup liquid. Salt and pepper fish inside and out. Dust lightly with cornstarch. Put enough oil in a heavy skillet or paila to cover the bottom. Heat oil to a medium temperature. Brown fish turning over only once to avoid breaking fish by too much handling. Pour off any exeess oil. Pour ginger-sauce liquid over the fish. Cover and cook over medium-low heat for approximately 15 minutes or until fish is tender and flakes easily. Garnish with chopped scallions. Serves two generously.

Onion Chicken Canton Style

1 3-lb. chicken fryer, cut up into uniform pieces
1 lb. onions, quartered and sliced
1½ level tsps. sugar
thumb size piece of crushed fresh ginger root, oil or fat from chicken



A wide variety of canned goods mostly from Hong Kong and Taiwan are stocked by Chinese merchants.

2 cloves garlic, crushed
soya sauce
1½ cups hot water
dash of monosodium glutamate (optional)

(The Chinese remove the fat from the chicken and render it by adding a little water and cooking it until the water evaporates and only fat remains).

Heat a little oil or chicken fat in a heavy iron pot, wok, or paila. Brown chicken pieces along with the ginger and garlic. Add onions and cook with the chicken a few minutes. Add soya sauce (enough to give a rich brown color), monosodium glutamate, sugar and stir. Add the hot water and bring to a boil. Cover and cook over low heat approximately 45 minutes or until the chicken is tender. Add no salt as the soya is salty. Add more water if necessary. Serve with fluffy white rice. Garnish with sprigs of Chinese parsley (coriander). Serves six to seven.

Delicacies to suit refined Oriental tastes are kept in glass jars which surround Juan Siu.

公為下天

"THE WORLD IS ONE FAMILY" *Dr. Sun Yat-sen*

Panama's Chinese Pavilion

By Louis R. Granger

Ambassador and Mrs. J. L. Huang pose amid antique Chinese furniture.

The pavilion is colorful and airy in the classic Chinese architectural style.

RESIDENTS OF The Canal Zone and Panama interested in seeing a bit of the Orient should drive to the Chinese Embassy in La Cresta. There, on a hill overlooking much of the city, is the first classic-style Chinese pavilion in Panama.

In inaugurating the colorful structure, Lt. Gen. J. L. Huang, Chinese Ambassador to Panama, said he named the pavilion Ta-Tung Ko—"the world is one family"—in honor of Dr. Sun Yat-sen, the founder of the Republic of China.

"The Republic of China and the Republic of Panama have always enjoyed a most cordial friendship," the Ambassador said. "This is further evidenced by the arrival of an agricultural technical team (from Taiwan) which is working side-by-side with the Panamanian farmers in the fields of Montijo (Veraguas Province south of Santiago). Therefore, I have taken the liberty of naming this pavilion Ta-Tung Ko honoring the political philosophy of Dr. Sun."

The pavilion, with its arched roof, glazed tiles, painted ceiling, and the blending of bright colors, is in the classic Chinese architectural style.

It features antique hand-carved furniture, bright red columns, and golden dragons bordering a ceiling of inlaid wood from Taiwan.

A portrait of Dr. Sun takes a prominent place over an altar-type table which is decorated with a 600-year-old seal of the first emperor of the Ming Dynasty, a replica of a bronze Shang Dynasty (500 B.C.) tripod vessel, and an antique teapot.

Since he arrived in Panama 5 years ago it has been Ambassador Huang's desire to introduce to the country some form of Chinese architecture.

"This pavilion, to my mind, is only an experiment. There are many imperfections, make-shifts, plus my own innovations. But it represents a beginning," he said.

One innovation was to place lighted color transparencies of scenes of Taiwan on three sides of the pavilion.

The Ambassador noted that the Chinese colony in Colon is planning a Chinese style park, and the Chinese in Panama City are considering the construction of a Chinese Association building in the classic style.

Not only were many of the decorative pieces in the pavilion imported from Taiwan, but master craftsman Chang-Ah-mao came to Panama to supervise the construction. Taiwan architect Yao-Ven-yin and his son designed the structure. Panamanian engineers of Chinese ancestry, Idelfonso Lee, Alberto Him, and Winston Cham, also worked on the building.

Yao is regarded as Taiwan's top designer of Chinese palatial-style structures and last year was a prize winner in architecture in Nationalist China.

Ambassador Huang formally opened the pavilion to officials from the Canal Zone organization, the U.S. military, Republic of Panama, and the diplomatic community during this year's celebration of the Dragon Boat Festival (Tuan Wu Chie)—one of China's three most important festivals.

During the reception, Ambassador Huang explained that Dr. Sun aimed not only to better the living conditions of the Chinese people, "but also improve the economic welfare of all the peoples, to reach a state of worldly brotherhood or the great commonwealth."

The Dragon Boat Festival had its beginnings more than 2,260 years ago during the Chou Dynasty. Ch'u Yuan, a poet-statesman-reformer, deplored existing conditions and urged reforms. He was finally banished from court and as a gesture of protest, on the 5th day of the 5th moon which corresponds to the 8th of June this year, he jumped into the Meelo River and drowned himself.

Many of the people favored Yuan's reform efforts and attempted to save him from drowning. Since then it has become a traditional custom to organize dragon boat races as a symbolic attempt to save Ch'u Yuan.

Date Due

Due	Returned	Due	Returned
JAN 2 1 19[illegible]	JAN 3 0 1995		
AUG 2 6 1991	AUG 0 2 1991		

986.3005
P187
LATIN
AMERICA

3 1262 00097 9053